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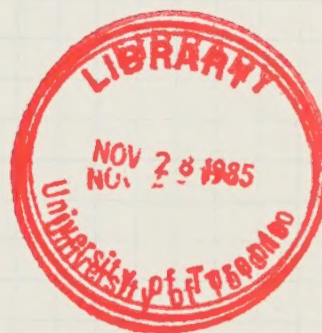
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# Air Transport Monitor



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## ERRATA

The following errors should be noted with respect to the previous issue of the Air Transport Monitor (Volume 1, Number 3, July 1985):

- In Table C.6 (page 62), for the second quarter of 1984, the percentage carriage of discounted fares in the volume group 501 Passengers/Day or More and the length of haul group 0-600 Kilometres should read 30.5 instead of 34.5.
- In Table C.8 (page 67), the lowest return full fare for the city pair Chicago-Minneapolis should read \$111 instead of \$167.
- In Table D.7 (page 78), for the first quarter of 1984, the passenger volume for Quebecair should read 0 instead of 20; the corresponding level and percentage change for the total of all carriers should read 12 281 and -65.0, instead of 12 301 and -64.9 respectively.



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## INTRODUCTION

The Air Transport Monitor is prepared by staff of the Passenger Transport Studies and Economic and Social Research Directorates of the Research Branch of the Canadian Transport Commission. It is undertaken with the intent of collecting and disseminating information on service levels, air fares, and air carrier operations as may be of assistance to the consideration of competition and regulation in the Canadian air transport industry.

This is the fourth in a series of quarterly monitoring reports, the first of which was issued in January 1985. The report is divided into five parts:

Part A, "Applications and Decisions", reviews Air Transport Committee decisions relative to the licence authorities of Level I, II, and III air carriers.

Part B, "Services", details scheduled carrier activity at airports in Canada. An index of service convenience is also provided in this part of the report.

Part C, "Pricing", presents information relative to pricing in both the Canadian domestic and the U.S. domestic markets.

Part D, "Operating Performance", reports on domestic scheduled and charter traffic levels. A table detailing work stoppages which affect the activities of Canadian air carriers is also included.

Part E, "Occasional Papers", reports on the results of work carried out within the Research Branch as well as on trends and developments which may be of particular interest to the consideration of competition and regulation in the Canadian air transport industry.

The table formats and the coverage in this report should be viewed as preliminary. Questions pertaining to any aspect of the report or comments regarding possible additional topics which might be included in future issues should be addressed to Sheila Rajani, Canadian Transport Commission, Ottawa, Ontario K1A 0N9 or telephone (819) 997-2830.





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## PART A

### A P P L I C A T I O N S   A N D   D E C I S I O N S

This part of the report provides a review of Air Transport Committee decisions relative to the licence authorities of Level I, II, and III air carriers engaged in offering fixed wing air services or a combination of fixed wing and rotating wing air services. These carriers are identified in Table A.1. Definitions of carrier levels, classes of service, and aircraft weight groupings are provided in the first two issues of the Air Transport Monitor (Volume 1, Number 1, January 1985 and Volume 1, Number 2, April 1985).

The review covers all decisions for the period from April 1, 1985 to June 30, 1985 except decisions related to changes of ownership, transfer of licence authorities and change of name, and decisions relative to air carrier operations involving the transport of cargo or the use of rotating wing aircraft. The decisions have been categorized into the following groups:

- Decisions concerning new domestic licence authorities and licence cancellations
- Decisions concerning existing domestic licence authorities
  - Amendments to add point(s) and to delete point(s)
  - Amendments to suspend point(s) or lift suspension of point(s)
  - Amendments to operating conditions
  - Amendments to weight group conditions
  - Status of experimental licences
- Decisions concerning new and existing transborder and international licence authorities.

A brief summary of the carrier(s) involved, the application giving rise to each decision, and the results are provided in Tables A.2 through A.4. Table A.5 contains a list of revisions to decisions reported in previous issues.

Given the abbreviated nature of this presentation and the inherent problems of attempting to categorize into homogeneous groups many individual events which are unique in their own right, the interested reader is encouraged to refer to the actual text of each decision, which can be obtained through the Secretary of the Air Transport Committee, if further details and analysis are required. It should also be noted that this review has been compiled for information purposes only and is not to be considered as an authoritative document in any dispute with respect to the actual decisions.

Table A.1

AIR CARRIERS INCLUDED IN THE REVIEW  
OF DECISIONS CONCERNING LICENCE AUTHORITIES

Level I

Air Canada  
Canadian Pacific Air Lines Limited operating as (o/a) CP Air  
Eastern Provincial Airways Ltd.  
Nordair Ltée - Nordair Ltd.  
Pacific Western Airlines Ltd.  
Quebecair  
Wardair Canada Inc.

Level II

Air Ontario Limited  
Austin Airways Limited  
Bradley Air Services Limited/First Air  
Jim Pattison Industries Ltd. o/a AirBC  
Jim Pattison Industries Ltd. o/a Trans-Provincial Airlines Ltd.  
Kelowna Flightcraft Air Charter Ltd.  
North Canada Air Ltd. o/a Norcanair  
Northwest Territorial Airways Ltd.  
Time Air (1982) Ltd.

Level III

A.T.L.  
Aero Arctic Ltd.  
Aero Aviation Centre (1981) Ltd.  
Aero Trades (Western) Ltd.  
Air Atonabee Limited/Cité Express - City Express  
Air Creebec Inc.  
Air-Dale Limited  
Airgava Ltée - Airgava Ltd.  
Air Inuit Ltée - Air Inuit Ltd.  
Air Kipawa Inc.  
Air Niagara Ltd.  
Air Saguenay (1980) Inc.  
Air Satellite Inc.  
Aklavik Flying Service Limited  
Alberta Central Airways Ltd.  
Angus Aviation Ltd.  
Athabaska Airways Ltd.  
Atlantic Airways Limited  
Aviation Amos M. et J. Inc.  
B.C. Yukon Air Service Ltd.  
Bearskin Lake Air Service Ltd.  
Big Trout Air Service Limited  
Bonavair Ltd.



Brooker-Wheaton Aviation Ltd.  
Buffalo Airways Ltd.  
Burrard Air Ltd.  
Business Air Services (Toronto) Limited  
Business Air Services Limited  
Business Flights Ltd.  
Calm Air International Ltd. o/a Calm Air  
Canada Jet Charters Ltd.  
Central Airways Corp.  
Central Air Transport Ltd.  
Columbia Airlines Ltd.  
Contact Airways Ltd.  
Coval Air Ltd.  
Cranson Lake Airways Ltd./Service Aérien Cranson Lake Ltée  
Eastern Flying Service Limited  
Execaire Inc.  
Flight Center Victoria  
Flightexec Limited  
Forest Industries Flying Tankers Limited  
Futura Airlines Limited  
Gander Aviation Limited  
Georgian Bay Airways  
Goose Bay Air Services Limited  
Green Airways Limited  
Highwood Air Service Ltd.  
Ilford-Riverton Airways Ltd.  
Innotech Aviation Limited/Innotech Aviation Ltée  
Inter City Air  
Interflite Aviation Ltd.  
Interflite Aviation Services Inc.  
Johnny May's Air Charters Ltd.  
Keewatin Air Limited  
Kenn Borek Air Ltd.  
Kinniburgh Spray Service Ltd.  
La Ronge Aviation Services Ltd.  
Labrador Airways Limited  
Landa Aviation  
Latham Island Airways Ltd.  
Laurentide Aviation Ltd.  
Len's Flying School  
Les Ailes de Charlevoix Inc.  
Maple Air Services Ltd.  
Meridian Aviation Ltd.  
Millardair Ltd.  
Nahanni Air Services Ltd.  
norOntair  
North Cariboo Flying Service Ltd.  
North Coast Air Services Ltd.  
Northern Thunderbird Air Ltd.  
Northward Airlines Ltd.  
North Western Flying Services Limited  
Ontario Central Airlines Ltd.  
Pacific Rim Airlines

Peace Air Limited  
Pem-Air Limited  
Peninsula Air Service Limited  
Perimeter Airlines (Inland) Ltd.  
Perimeter Aviation Ltd.  
Powell Air Ltd.  
Propair Inc.  
Ptarmigan Airways Ltd.  
Québec Aviation Ltée - Quebec Aviation Ltd.  
Ram Air Charter Limited  
Regionair  
Rotor Lease Limited  
Rusty Myers Flying Service Ltd.  
Simpson Air (1981) Ltd.  
Skocdopole Brothers Aviation Ltd.  
Skycharter Limited  
Skyway Air Services Ltd.  
Slate Falls Airways Limited  
Soundair Corporation/Commuter Express  
South West Air Limited  
Southern Frontier Air Transport Ltd. o/a Southern Frontier Airlines  
Sundance Aviation Ltd.  
The Flying Fireman  
Toronto Airways Limited o/a Torontair  
Trans North Turbo Air Limited o/a Trans North Air  
Tyee Airways Ltd.  
Voyageur Airways Limited  
Wapiti Aviation Ltd.  
Wilderness Airline (1975) Ltd.  
Worldways Canada Ltd.

Table A.2

DECISIONS CONCERNING NEW DOMESTIC LICENCE AUTHORITIES  
AND LICENCE CANCELLATIONS  
APRIL 1 - JUNE 30, 1985

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8820	04-29	Kenn Borek Air Ltd.	- in accordance with the Minister's Certified Opinion dated January 30, 1985, Decision No. 7792 is varied and authority to operate a Class 4 Charter commercial air service from a base at Norman Wells, N.W.T. using fixed wing aircraft in Groups C and D is granted.
8904	06-03	Coval Air Ltd.	- authority to operate a Class 3 Specific Point commercial air service serving the points Stuart Island (Big Bay) and Vancouver Harbour, B.C., using Groups A, B and C float equipped aircraft--approved with modifications.
8912	06-05	Quebecair	- in accordance with the Minister's Certified Opinion dated April 25, 1985, Decision No. 7628 is varied and authority to operate a Class 3 Specific Point commercial air service between the points Port-Menier and Longue-Pointe-de-Mingan, Port-Menier and Natashquan, P.Q. using fixed wing aircraft in any group is granted.



Table A.3.1

DECISIONS CONCERNING EXISTING DOMESTIC LICENCE AUTHORITIES:  
AMENDMENTS TO ADD POINT(S) AND TO DELETE POINT(S)  
APRIL 1 - JUNE 30, 1985

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8789	04-11	Austin Airways Limited	- in accordance with the Minister's Certified Opinion dated February 8, 1985, Decision No. 7989 is varied and Licence No. A.T.C. 338/48 Non-Scheduled (NS) is amended by adding the points Kenora/Minaki, Ontario.
8803	04-19	Quebecair	- addition of the point Winnipeg, Manitoba to Licence No. A.T.C. 453/49 Scheduled (S)--approved.
8822	05-09	Quebecair	- addition of the point Montreal, P.Q. to Licence No. A.T.C. 2250/73(NS)--approved.
8822	05-09	Air Creebec Inc.	- addition of points Quévillon (Lebel-sur-Quévillon), Chibougamau/Chapais and Nemiscau, P.Q. to Licence No. A.T.C. 3372/82(NS)--approved.
8822	05-09	Nordair Ltée/ Nordair Ltd.	- addition of point Rouyn/Noranda, P.Q. Licence No. A.T.C. 2185/72(NS)--approved.
8822	05-09	Propair Inc.	- addition of points Rouyn/Noranda and La Grande (LG-2), P.Q. to Licence A.T.C. No. 2178/72(NS)--approved, (see also Table A.3.4).
8822	05-09	Propair Inc.	- application to consolidate Licence Nos. A.T.C. 2178/72(NS) and A.T.C. 2659/77(NS) into one licence, namely Licence No. A.T.C. 2178/72(NS) serving the points La Grande (LG-2), Great Whale River, Rupert House, La Sarre and Rouyn/Noranda, P.Q.--approved.
8863	05-14	Air Ontario Limited	- addition of point Windsor, Ontario to Licence No. A.T.C. 1641/66(NS)--approved.

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8863	05-14	Air Ontario Limited	- addition of points Thunder Bay, Ontario and Winnipeg, Manitoba, to Licence No. A.T.C. 1641/66(NS)--approved.
8863	05-14	Pacific Western Airlines Ltd.	- addition of point Windsor, Ontario to Licence Nos. A.T.C. 1788/68(S) and A.T.C. 3205/81(S)--approved.
8936	06-12	Pacific Western Airlines Ltd.	- addition of point Vancouver, B.C. to Licence No. A.T.C. 1023/59(S)--approved.
8968	06-27	Pem-Air Limited	- addition of point Cornwall, Ontario to Licence No. A.T.C. 1952/70(NS)--approved.
8968	06-27	Toronto Airways Limited o/a Torontair	- addition of point Cornwall, Ontario to Licence No. A.T.C. 3046/79(NS)--denied.

Table A.3.2

DECISIONS CONCERNING EXISTING DOMESTIC LICENCE AUTHORITIES:  
AMENDMENTS TO SUSPEND POINT(S) OR LIFT SUSPENSION OF POINT(S)  
APRIL 1 - JUNE 30, 1985

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8776	04-01	Canadian Pacific Air Lines Limited o/a CP Air	- application for further suspension of Licence No. A.T.C. 3092/80(S) in respect of the points Regina and Saskatoon, Saskatchewan until September 30, 1986--approved.
8788	04-10	Pacific Western Airlines Ltd.	- application for suspension of Licence Nos. A.T.C. 576/51(NS) and A.T.C. 1023/59(S) in respect of the points Peace River, High Level and Fort Chipewyan, Alberta for a period of four years--approved until September 30, 1986.
8819	05-01	Kelowna Flightcraft Air Charter Ltd. o/a Inter City Air	- application for suspension of Licence No. A.T.C. 834/83 Canada (CF) for a period of six months from March 31, 1985--approved.
8896	05-28	Québec Aviation Ltée/Quebec Aviation Ltd.	- application for further suspension of Licence No. A.T.C. 3670/84(NS) for a period of six months--approved.
8897	05-31	Québec Aviation Ltée/Quebec Aviation Ltd.	- application for suspension of Licence No. A.T.C. 728/81(CF) for one year from April 1, 1985--approved until further order.
8910	06-03	Business Air Services Limited	- application to rescind Decision No. 8612, dated January 29, 1985 suspending Licence Nos. A.T.C. 2571/76(C) and A.T.C. 560/76(CF) until June 30, 1985--approved.



Table A.3.3

DECISIONS CONCERNING EXISTING DOMESTIC LICENCE AUTHORITIES:  
AMENDMENTS TO OPERATING CONDITIONS  
APRIL 1 - JUNE 30, 1985

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8822	05-09	Nordair Ltée/ Nordair Ltd.	- application to delete Conditions Nos. 2 and 3 from Licence No. A.T.C. 2185/72(NS). Condition No. 2 prohibits the carriage of local traffic between Chibougamau and Val-d'Or, P.Q. Condition No. 3 provides that when a Class 4 licence prohibits carrying traffic between any point on the route served by any Class 2 licence, such prohibition will not apply to traffic carried between the points Matagami, La Grande (LG-2) and Val-d'Or, P.Q.; and between the points Chibougamau and Matagami, P.Q.--no decision rendered following withdrawal by Nordair of the portion of the application concerning Condition No. 3 and Order-in-Council C.P. 1985-236 dated January 24, 1985 which deleted Condition No. 2.

Table A.3.4

DECISIONS CONCERNING EXISTING DOMESTIC LICENCE AUTHORITIES:  
AMENDMENTS TO WEIGHT GROUP CONDITIONS  
APRIL 1 - JUNE 30, 1985

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8809	04-22	Skocdopole Brothers Aviation Ltd.	- authority to also operate Group C fixed wing aircraft under Licence Nos. A.T.C. 3173/80 Charter (C) and A.T.C. 708/80(CF)--approved.
8822	05-09	Propair Inc.	- authority to also operate fixed wing aircraft in Group D under Licence No. A.T.C. 2178/72(NS)--approved (see also Table A.3.1).
8894	05-29	Skycharter Limited	- application for amendment of Licence Nos. A.T.C. 1778/68(C) and A.T.C. 393/68(CF) by removing the restriction which limits the operation of aircraft in Group D to jet aircraft in executive configuration--approved.

Table A.3.5

DECISIONS CONCERNING EXISTING DOMESTIC LICENCE AUTHORITIES:  
STATUS OF EXPERIMENTAL LICENCES  
APRIL 1 - JUNE 30, 1985

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
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Note: No decisions were issued in this category during the period  
April 1 - June 30, 1985.

Table A.4

DECISIONS CONCERNING NEW AND EXISTING TRANSBORDER AND  
INTERNATIONAL LICENCE AUTHORITIES  
APRIL 1 - JUNE 30, 1985

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
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Note: No decisions were issued in this category during the period  
April 1 - June 30, 1985.



Table A.5

REVISIONS TO DECISIONS REPORTED IN PREVIOUS ISSUES

Volume 1, Number 3, July 1985

Table A.3.1	Decision Number 8584, Air Inuit Ltée/Air Inuit Ltd. - all reference to "Air Inuit Ltée/Air Inuit Ltd." should read "Air Inuit (1985) Ltd./Air Inuit (1985) Ltée"; amendment dated May 24, 1985.
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## PART B

### S E R V I C E S

This part of the report provides information on the level of air service provided at and between Canadian communities.

Tables B.1 through B.11 identify the number of flight departures and the number of departing seats on southern and northern domestic, transborder, and international services out of Canadian communities.

Tables B.12 through B.14 provide information on the convenience of service schedules between the eight largest hub airports in Canada.

Explanatory notes accompany each set of tables.

## SCHEDULED CARRIER ACTIVITY AT CANADIAN AIRPORTS: NOTES FOR TABLES B.1-B.11

### Flight Selection

The accompanying tables summarize scheduled carrier activity at Canadian airports by sector and equipment type during the week of May 15-21 for the years 1978 and 1985.

The tables include all scheduled departures listed in the Official Airline Guide. This listing reports intended scheduled operations which, it is cautioned, may differ from actual results. Moreover, it is pointed out that because of licence restrictions related to the carriage of local traffic on certain flights and because of the routing of flights and the itineraries of passengers, not all the capacity (seats) may be available for departing passengers out of the individual airports.

Charter, all-cargo, and other flights not listed in the Official Airline Guide are not reported in the tables.

### Capacities

The accompanying tables separate jet and non-jet operations. Within these two groups of aircraft a standard seating capacity, measured by available seats, is assigned to each aircraft type in a carrier's fleet.

In some cases, the use of the standard seating capacity only approximates actual seat volumes; for example, where:

- a) a particular carrier configures one aircraft as all-economy and another aircraft of the same type as seating both first class and economy passengers. In such cases, the most common seat configuration employed by the carrier is used.
- b) seating capacity varies depending upon the specific model of an aircraft. Where the different models could not be distinguished, an average figure is used weighted by the number of each model within an airline's fleet.
- c) operations, as in northern Canada, involve the use of part of the passenger cabin for cargo. The seating capacity in such cases has been adjusted where necessary.

### Market Segregation

Airport activity, as shown in the tables is provided for two years, 1978 (Tables B.1-B.5) and 1985 (Tables B.6-B.10). For each year, airport activity is separated into four sectors: southern domestic, northern domestic, transborder, and international. A composite table aggregating activity in the four sectors is provided for each year. The last table in



this series on airport activity (Table B.11) provides summary information by year and by sector.

The dividing line separating the southern domestic and northern domestic sectors is defined by:

- a) the 50th parallel from the Atlantic Ocean to the Ontario-Manitoba boundary,
- b) the diagonal joining the 50th parallel at the Ontario-Manitoba boundary to the 53rd parallel at the Manitoba-Saskatchewan boundary, and
- c) the 55th parallel from the Manitoba-Saskatchewan boundary to the British Columbia-Alaska boundary.

Domestic flights which have the departure and/or the arrival airport in northern Canada are included in the northern domestic sector. This sector thus includes flights between northern Canada and southern Canada, as well as flights entirely within northern Canada. Domestic flights which have both the departure and arrival airports in southern Canada are assigned to the southern domestic sector. Domestic portions of transborder and international flights are not included in either domestic sector.

The transborder sector includes all flights operated between Canada and the United States by a Canadian or American carrier. The transborder sector also includes domestic portions operated by:

- a) American carriers, and
- b) Canadian carriers where no local traffic is permitted (because of customs procedures) and the flight begins or ends in the United States.

The international sector includes all flights between Canada and countries other than the United States. The international sector also includes:

- a) domestic and transborder portions of flights operated by foreign carriers, and
- b) domestic portions of Canadian carrier flights which begin or end in a foreign country. These flight portions may have local traffic restrictions and, if not, carry little domestic traffic.

Table B.1  
SCHEDULED CARRIER ACTIVITY  
SOUTHERN DOMESTIC SECTOR  
FOR WEEK OF MAY 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Atikokan, Ont.	0	0	24	480	24	480
Baie-Comeau, Qué.	8	632	11	440	19	1072
Bella Bella, B.C.	0	0	7	70	7	70
Bella Coola, B.C.	0	0	7	70	7	70
Bonaventure, Qué.	0	0	13	195	13	195
Calgary, Alta.	290	36566	84	2110	374	38676
Campbell River, B.C.	0	0	13	650	13	650
Castlegar, B.C.	0	0	75	1279	75	1279
Chapleau, Ont.	0	0	19	380	19	380
Charlo, N.B.	6	714	10	150	16	864
Charlottetown, P.E.I.	21	2380	21	840	42	3220
Chatham, N.B.	6	714	0	0	6	714
Chibougamau, Qué.	0	0	11	300	11	300
Comox, B.C.	22	2618	18	360	40	2978
Cranbrook, B.C.	21	2499	25	357	46	2856
Deer Lake, Nfld.	33	3927	0	0	33	3927
Dryden, Ont.	28	3200	18	360	46	3560
Duncan, B.C.	0	0	12	240	12	240
Earlton, Ont.	0	0	24	480	24	480
Edmonton (International), Alta.	173	24759	0	0	173	24759
Edmonton (Municipal), Alta.	107	12733	17	460	124	13193
Elliot Lake, Ont.	0	0	27	540	27	540
Fort Frances, Ont.	0	0	18	360	18	360
Fredericton, N.B.	49	5201	7	280	56	5481
Gander, Nfld.	50	5831	0	0	50	5831
Gaspé, Qué.	0	0	22	830	22	830
Gillies Bay, B.C.	0	0	36	720	36	720
Grand Forks, B.C.	0	0	3	21	3	21
Halifax, N.S.	189	23971	27	1080	216	25051
Hamilton, Ont.	33	3927	2	84	35	4011
Iles-de-la-Madeleine, Qué.	0	0	17	680	17	680
Kamloops, B.C.	36	4284	42	757	78	5041
Kapuskasing, Ont.	0	0	23	460	23	460
Kelowna, B.C.	45	5355	66	1034	111	6389
Kenora, Ont.	0	0	14	286	14	286
Kingston, Ont.	0	0	45	1035	45	1035
Kirkland Lake, Ont.	0	0	18	360	18	360
Lethbridge, Alta.	0	0	48	1220	48	1220
London, Ont.	21	2142	95	4750	116	6892
Masset, B.C.	0	0	33	330	33	330
Matagami, Qué.	0	0	7	240	7	240
Medicine Hat, Alta.	0	0	29	630	29	630
Moncton, N.B.	35	3808	14	560	49	4368
Mont-Joli, Qué.	15	1185	38	1095	53	2280
Montréal (Dorval), Qué.	445	55209	48	1680	493	56889
Montréal (Mirabel), Qué.	14	1428	35	1106	49	2534
Namu, B.C.	0	0	7	70	7	70
Nanaimo Harbour, B.C.	0	0	31	620	31	620

Table B.1 (cont.)  
SCHEDULED CARRIER ACTIVITY  
SOUTHERN DOMESTIC SECTOR  
FOR WEEK OF MAY 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Nanaimo, B.C.	0	0	112	1540	112	1540
North Bay, Ont.	42	4284	53	1234	95	5518
Ocean Falls, B.C.	0	0	7	70	7	70
Ottawa, Ont./Hull, Qué.	295	32645	59	1777	354	34422
Pembroke, Ont.	0	0	23	598	23	598
Penticton, B.C.	44	5236	45	861	89	6097
Peterborough, Ont.	0	0	30	1230	30	1230
Port Hardy, B.C.	11	1309	0	0	11	1309
Powell River, B.C.	0	0	31	1010	31	1010
Prince Albert, Sask.	0	0	10	420	10	420
Prince George, B.C.	37	4533	22	440	59	4973
Prince Rupert (Seal Cove), B.C.	0	0	49	490	49	490
Prince Rupert, B.C.	17	2023	40	450	57	2473
Québec, Qué.	118	10302	50	1825	168	12127
Quesnel, B.C.	4	476	12	300	16	776
Red Deer, Alta.	0	0	10	200	10	200
Regina, Sask.	83	8676	16	672	99	9348
Rivière-du-Loup, Qué.	0	0	6	90	6	90
Roberval, Qué.	0	0	6	90	6	90
Rouyn/Noranda, Qué.	13	1326	6	240	19	1566
Saguenay/Bagotville, Qué.	23	2217	17	530	40	2747
Saint John, N.B.	56	6188	14	560	70	6748
Sandspit, B.C.	7	833	21	210	28	1043
Sarnia, Ont.	0	0	30	1500	30	1500
Saskatoon, Sask.	83	9187	22	924	105	10111
Sault Ste. Marie, Ont.	42	4628	28	560	70	5188
Smithers, B.C.	7	833	10	200	17	1033
St. John's, Nfld.	70	9313	0	0	70	9313
Stephenville, Nfld.	30	3332	0	0	30	3332
Sudbury, Ont.	42	4130	45	960	87	5090
Sydney/Glace Bay, N.S.	35	3927	6	240	41	4167
Tahsis, B.C.	0	0	7	70	7	70
Terrace/Kitimat, B.C.	17	2023	10	200	27	2223
Thunder Bay, Ont.	82	8868	13	260	95	9128
Timmins, Ont.	21	2142	47	940	68	3082
Tofino, B.C.	0	0	7	70	7	70
Toronto (Island), Ont.	0	0	10	230	10	230
Toronto (Pearson Int'l), Ont.	647	90719	93	4458	740	95177
Val d'Or, Qué.	41	4248	15	525	56	4773
Vancouver Harbour, B.C.	0	0	106	2120	106	2120
Vancouver, B.C.	359	50713	173	3490	532	54203
Victoria Harbour, B.C.	0	0	63	1260	63	1260
Victoria, B.C.	61	7504	9	450	70	7954
Wawa, Ont.	0	0	19	380	19	380
Williams Lake, B.C.	4	476	24	540	28	1016
Windsor, Ont.	53	5593	0	0	53	5593
Winnipeg, Man.	258	30015	2	46	260	30061
Yarmouth, N.S.	7	714	0	0	7	714

Table B.1 (cont.)  
SCHEDULED CARRIER ACTIVITY  
SOUTHERN DOMESTIC SECTOR  
FOR WEEK OF MAY 15-21, 1978

City / Airport	<u>Jet</u>		<u>Non-Jet</u>		<u>Total</u>	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Total	4256	521496	2539	64309	6795	585805



Table B.2  
SCHEDULED CARRIER ACTIVITY  
NORTHERN DOMESTIC SECTOR  
FOR WEEK OF MAY 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Aklavik, N.W.T.	0	0	3	60	3	60
Alice Arm/Kitsault, B.C.	0	0	3	30	3	30
Asbestos Hill, Qué.	3	168	0	0	3	168
Attawapiskat, Ont.	0	0	5	200	5	200
Baie-Comeau, Qué.	2	158	7	280	9	438
Baie-du-Vieux-Fort, Qué.	0	0	10	100	10	100
Baie-Johan-Beetz, Qué.	0	0	3	30	3	30
Baker Lake, N.W.T.	0	0	3	174	3	174
Berens River, Man.	0	0	24	348	24	348
Blanc-Sablon, Qué.	0	0	10	250	10	250
Bonaventure, Qué.	0	0	8	120	8	120
Cambridge Bay, N.W.T.	3	168	0	0	3	168
Charlo, N.B.	0	0	3	45	3	45
Chevery, Qué.	0	0	20	500	20	500
Churchill Falls, Nfld.	9	1071	0	0	9	1071
Churchill, Man.	16	1288	14	812	30	2100
Coral Harbour, N.W.T.	0	0	1	58	1	58
Cross Lake, Man.	0	0	12	240	12	240
Dawson City, Y.T.	0	0	4	168	4	168
Dawson Creek, B.C.	12	1428	0	0	12	1428
Deer Lake, Nfld.	5	595	0	0	5	595
Dryden, Ont.	0	0	11	238	11	238
Eastmain River, Qué.	0	0	10	200	10	200
Edmonton (International), Alta.	54	5544	0	0	54	5544
Edmonton (Municipal), Alta.	17	2023	11	330	28	2353
Eskimo Point, N.W.T.	0	0	4	232	4	232
Flin Flon, Man.	10	1014	0	0	10	1014
Fort Albany, Ont.	0	0	10	400	10	400
Fort Chipewyan, Alta.	6	336	0	0	6	336
Fort Franklin, N.W.T.	0	0	2	40	2	40
Fort George, Qué.	0	0	10	200	10	200
Fort Good Hope, N.W.T.	0	0	4	80	4	80
Fort McMurray, Alta.	23	2359	0	0	23	2359
Fort McPherson, N.W.T.	0	0	5	100	5	100
Fort Nelson, B.C.	14	1666	0	0	14	1666
Fort Norman, N.W.T.	0	0	4	80	4	80
Fort Simpson, N.W.T.	4	350	0	0	4	350
Fort Smith, N.W.T.	12	1428	0	0	12	1428
Fort St. John, B.C.	49	5831	0	0	49	5831
Gagnon, Qué.	7	553	2	80	9	633
Gaspé, Qué.	0	0	2	30	2	30
Gethsémani, Qué.	0	0	10	100	10	100
Gillam, Man.	3	225	4	232	7	457
Gods Lake Narrows, Man.	0	0	24	348	24	348
Gods River, Man.	0	0	6	120	6	120
Goose Bay, Nfld.	17	1834	0	0	17	1834
Grande Prairie, Alta.	28	3332	11	330	39	3662
Halifax, N.S.	3	168	0	0	3	168

Table B.2 (cont.)  
SCHEDULED CARRIER ACTIVITY  
NORTHERN DOMESTIC SECTOR  
FOR WEEK OF MAY 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Hall Beach, N.W.T.	2	112	1	26	3	138
Hay River, N.W.T.	18	2142	0	0	18	2142
High Level, Alta.	6	714	0	0	6	714
Inoucdjouac, Qué.	0	0	10	200	10	200
Inuvik, N.W.T.	8	448	14	412	22	860
Iqaluit (Frobisher Bay), N.W.T.	13	728	1	26	14	754
Island Lake, Man.	0	0	18	294	18	294
Kashechewan, Ont.	0	0	6	240	6	240
Kégashka, Qué.	0	0	10	100	10	100
Kenora, Ont.	0	0	14	286	14	286
Kuuujuaq (Fort Chimo), Qué.	9	504	0	0	9	504
Kuujuarapik (Poste-Baleine), Qué	4	224	10	200	14	424
La Grande, Qué.	18	2102	0	0	18	2102
La Ronge, Sask.	0	0	18	756	18	756
La Tabatière, Qué.	0	0	10	100	10	100
Little Grand Rapids, Man.	0	0	18	294	18	294
Lynn Lake, Man.	3	357	0	0	3	357
Mayo, Y.T.	0	0	5	210	5	210
Mingan, Qué.	0	0	23	830	23	830
Mont-Joli, Qué.	13	1067	1	15	14	1082
Montréal (Dorval), Qué.	25	1872	0	0	25	1872
Moosonee, Ont.	0	0	22	652	22	652
Nanisivik, N.W.T.	2	112	0	0	2	112
Natashquan, Qué.	0	0	12	330	12	330
Norman Wells, N.W.T.	7	392	4	80	11	472
Norway House, Man.	0	0	18	588	18	588
Oxford House, Man.	0	0	18	294	18	294
Peace River, Alta.	12	1428	0	0	12	1428
Pickle Lake, Ont.	0	0	9	180	9	180
Port-Menier, Qué.	0	0	3	45	3	45
Povungnituk, Qué.	0	0	5	100	5	100
Prince Albert, Sask.	0	0	6	252	6	252
Prince George, B.C.	25	2975	0	0	25	2975
Prince Rupert, B.C.	0	0	9	90	9	90
Québec, Qué.	15	1169	0	0	15	1169
Rankin Inlet, N.W.T.	0	0	10	580	10	580
Red Lake, Ont.	0	0	25	539	25	539
Red Sucker Lake, Man.	0	0	6	120	6	120
Resolute Bay, N.W.T.	5	343	0	0	5	343
Rupert House, Qué.	0	0	10	200	10	200
Saguenay/Bagotville, Qué.	6	674	0	0	6	674
Sanikiluaq, N.W.T.	0	0	10	200	10	200
Saskatoon, Sask.	0	0	5	210	5	210
Schefferville, Qué.	6	474	0	0	6	474
Sept-Iles, Qué.	60	4834	36	1015	96	5849
Sioux Lookout, Ont.	0	0	8	160	8	160
St.-Augustin, Qué.	0	0	10	100	10	100
St.-Paul, Qué.	0	0	10	100	10	100

Table B.2 (cont.)  
SCHEDULED CARRIER ACTIVITY  
NORTHERN DOMESTIC SECTOR  
FOR WEEK OF MAY 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Stephenville, Nfld.	2	238	0	0	2	238
Stewart, B.C.	0	0	6	60	6	60
Stony Rapids, Sask.	0	0	5	210	5	210
Tête-à-la-Baleine, Qué.	0	0	10	100	10	100
The Pas, Man.	10	1014	3	174	13	1188
Thompson, Man.	13	1195	5	290	18	1485
Thunder Bay, Ont.	0	0	6	120	6	120
Timmins, Ont.	0	0	11	326	11	326
Tuktoyaktuk, N.W.T.	0	0	2	84	2	84
Uranium City, Sask.	3	168	5	210	8	378
Val d'Or, Qué.	16	1652	0	0	16	1652
Vancouver, B.C.	2	238	0	0	2	238
Wabush/Labrador City, Nfld.	22	2058	0	0	22	2058
Wataon Lake, Y.T.	14	1666	0	0	14	1666
Wemindji, Qué.	0	0	10	200	10	200
Whitehorse, Y.T.	25	2711	6	252	31	2963
Winisk, Ont.	0	0	1	26	1	26
Winnipeg, Man.	27	2421	62	1495	89	3916
Wollaston Lake, Sask.	0	0	2	84	2	84
Yellowknife, N.W.T.	41	3217	0	0	41	3217
Total	729	70788	789	20010	1518	90798

Table B.3  
SCHEDULED CARRIER ACTIVITY  
TRANSBORDER SECTOR  
FOR WEEK OF MAY 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Calgary, Alta.	112	14273	0	0	112	14273
Edmonton (International), Alta.	52	5676	0	0	52	5676
Halifax, N.S.	7	714	0	0	7	714
Hamilton, Ont.	11	1309	0	0	11	1309
Kingston, Ont.	0	0	10	230	10	230
London, Ont.	7	714	0	0	7	714
Montréal (Dorval), Qué.	241	33476	17	255	258	33731
Ottawa, Ont./Hull, Qué.	14	1918	0	0	14	1918
Prince Rupert (Seal Cove), B.C.	0	0	1	10	1	10
Québec, Qué.	0	0	13	195	13	195
Regina, Sask.	0	0	5	210	5	210
Saint John, N.B.	7	714	0	0	7	714
Thunder Bay, Ont.	7	700	6	288	13	988
Toronto (Pearson Int'l), Ont.	441	58309	0	0	441	58309
Vancouver, B.C.	129	17676	2	100	131	17776
Victoria Harbour, B.C.	0	0	8	160	8	160
Victoria, B.C.	5	595	9	450	14	1045
Whitehorse, Y.T.	4	268	0	0	4	268
Winnipeg, Man.	56	6867	0	0	56	6867
Yarmouth, N.S.	7	714	0	0	7	714
Total	1100	143923	71	1898	1171	145821



Table B.4  
SCHEDULED CARRIER ACTIVITY  
INTERNATIONAL SECTOR  
FOR WEEK OF MAY 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Calgary, Alta.	13	5109	0	0	13	5109
Edmonton (International), Alta.	12	4660	0	0	12	4660
Gander, Nfld.	4	1152	0	0	4	1152
Halifax, N.S.	5	1357	0	0	5	1357
Montréal (Mirabel), Qué.	165	46155	0	0	165	46155
Toronto (Pearson Int'l), Ont.	108	28752	0	0	108	28752
Vancouver, B.C.	26	10088	0	0	26	10088
Winnipeg, Man.	4	986	0	0	4	986
Total	337	98259	0	0	337	98259

Table B.5  
SCHEDULED CARRIER ACTIVITY  
ALL SECTORS  
FOR WEEK OF MAY 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Aklavik, N.W.T.	0	0	3	60	3	60
Alice Arm/Kitsault, B.C.	0	0	3	30	3	30
Asbestos Hill, Qué.	3	168	0	0	3	168
Atikokan, Ont.	0	0	24	480	24	480
Attawapiskat, Ont.	0	0	5	200	5	200
Baie-Comeau, Qué.	10	790	18	720	28	1510
Baie-du-Vieux-Fort, Qué.	0	0	10	100	10	100
Baie-Johan-Beetz, Qué.	0	0	3	30	3	30
Baker Lake, N.W.T.	0	0	3	174	3	174
Bella Bella, B.C.	0	0	7	70	7	70
Bella Coola, B.C.	0	0	7	70	7	70
Berens River, Man.	0	0	24	348	24	348
Blanc-Sablon, Qué.	0	0	10	250	10	250
Bonaventure, Qué.	0	0	21	315	21	315
Calgary, Alta.	415	55948	84	2110	499	58058
Cambridge Bay, N.W.T.	3	168	0	0	3	168
Campbell River, B.C.	0	0	13	650	13	650
Castlegar, B.C.	0	0	75	1279	75	1279
Chapleau, Ont.	0	0	19	380	19	380
Charlo, N.B.	6	714	13	195	19	909
Charlottetown, P.E.I.	21	2380	21	840	42	3220
Chatham, N.B.	6	714	0	0	6	714
Chevery, Qué.	0	0	20	500	20	500
Chibougamau, Qué.	0	0	11	300	11	300
Churchill Falls, Nfld.	9	1071	0	0	9	1071
Churchill, Man.	16	1288	14	812	30	2100
Comox, B.C.	22	2618	18	360	40	2978
Coral Harbour, N.W.T.	0	0	1	58	1	58
Cranbrook, B.C.	21	2499	25	357	46	2856
Cross Lake, Man.	0	0	12	240	12	240
Dawson City, Y.T.	0	0	4	168	4	168
Dawson Creek, B.C.	12	1428	0	0	12	1428
Deer Lake, Nfld.	38	4522	0	0	38	4522
Dryden, Ont.	28	3200	29	598	57	3798
Duncan, B.C.	0	0	12	240	12	240
Earlton, Ont.	0	0	24	480	24	480
Eastmain River, Qué.	0	0	10	200	10	200
Edmonton (International), Alta.	291	40639	0	0	291	40639
Edmonton (Municipal), Alta.	124	14756	28	790	152	15546
Elliot Lake, Ont.	0	0	27	540	27	540
Eskimo Point, N.W.T.	0	0	4	232	4	232
Flin Flon, Man.	10	1014	0	0	10	1014
Fort Albany, Ont.	0	0	10	400	10	400
Fort Chipewyan, Alta.	6	336	0	0	6	336
Fort Frances, Ont.	0	0	18	360	18	360
Fort Franklin, N.W.T.	0	0	2	40	2	40
Fort George, Qué.	0	0	10	200	10	200
Fort Good Hope, N.W.T.	0	0	4	80	4	80

Table B.5 (cont.)  
SCHEDULED CARRIER ACTIVITY  
ALL SECTORS  
FOR WEEK OF MAY 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Fort McMurray, Alta.	23	2359	0	0	23	2359
Fort McPherson, N.W.T.	0	0	5	100	5	100
Fort Nelson, B.C.	14	1666	0	0	14	1666
Fort Norman, N.W.T.	0	0	4	80	4	80
Fort Simpson, N.W.T.	4	350	0	0	4	350
Fort Smith, N.W.T.	12	1428	0	0	12	1428
Fort St. John, B.C.	49	5831	0	0	49	5831
Fredericton, N.B.	49	5201	7	280	56	5481
Gagnon, Qué.	7	553	2	80	9	633
Gander, Nfld.	54	6983	0	0	54	6983
Gaspé, Qué.	0	0	24	860	24	860
Gethsémani, Qué.	0	0	10	100	10	100
Gillam, Man.	3	225	4	232	7	457
Gillies Bay, B.C.	0	0	36	720	36	720
Gods Lake Narrows, Man.	0	0	24	348	24	348
Gods River, Man.	0	0	6	120	6	120
Goose Bay, Nfld.	17	1834	0	0	17	1834
Grand Forks, B.C.	0	0	3	21	3	21
Grande Prairie, Alta.	28	3332	11	330	39	3662
Halifax, N.S.	204	26210	27	1080	231	27290
Hall Beach, N.W.T.	2	112	1	26	3	138
Hamilton, Ont.	44	5236	2	84	46	5320
Hay River, N.W.T.	18	2142	0	0	18	2142
High Level, Alta.	6	714	0	0	6	714
Iles-de-la-Madeleine, Qué.	0	0	17	680	17	680
Inoucdjouac, Qué.	0	0	10	200	10	200
Inuvik, N.W.T.	8	448	14	412	22	860
Iqaluit (Frobisher Bay), N.W.T.	13	728	1	26	14	754
Island Lake, Man.	0	0	18	294	18	294
Kamloops, B.C.	36	4284	42	757	78	5041
Kapuskasing, Ont.	0	0	23	460	23	460
Kashechewan, Ont.	0	0	6	240	6	240
Kégashka, Qué.	0	0	10	100	10	100
Kelowna, B.C.	45	5355	66	1034	111	6389
Kenora, Ont.	0	0	28	572	28	572
Kingston, Ont.	0	0	55	1265	55	1265
Kirkland Lake, Ont.	0	0	18	360	18	360
Kuuujuaq (Fort Chimo), Qué.	9	504	0	0	9	504
Kuujuarapik (Poste-Baleine), Qué	4	224	10	200	14	424
La Grande, Qué.	18	2102	0	0	18	2102
La Ronge, Sask.	0	0	18	756	18	756
La Tabatière, Qué.	0	0	10	100	10	100
Lethbridge, Alta.	0	0	48	1220	48	1220
Little Grand Rapids, Man.	0	0	18	294	18	294
London, Ont.	28	2856	95	4750	123	7606
Lynn Lake, Man.	3	357	0	0	3	357
Masset, B.C.	0	0	33	330	33	330
Matagami, Qué.	0	0	7	240	7	240

Table B.5 (cont.)  
SCHEDULED CARRIER ACTIVITY  
ALL SECTORS  
FOR WEEK OF MAY 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Mayo, Y.T.	0	0	5	210	5	210
Medicine Hat, Alta.	0	0	29	630	29	630
Mingan, Qué.	0	0	23	830	23	830
Moncton, N.B.	35	3808	14	560	49	4368
Mont-Joli, Qué.	28	2252	39	1110	67	3362
Montréal (Dorval), Qué.	711	90557	65	1935	776	92492
Montréal (Mirabel), Qué.	179	47583	35	1106	214	48689
Moosonee, Ont.	0	0	22	652	22	652
Namu, B.C.	0	0	7	70	7	70
Nanaimo Harbour, B.C.	0	0	31	620	31	620
Nanaimo, B.C.	0	0	112	1540	112	1540
Nanisivik, N.W.T.	2	112	0	0	2	112
Natashquan, Qué.	0	0	12	330	12	330
Norman Wells, N.W.T.	7	392	4	80	11	472
North Bay, Ont.	42	4284	53	1234	95	5518
Norway House, Man.	0	0	18	588	18	588
Ocean Falls, B.C.	0	0	7	70	7	70
Ottawa, Ont./Hull, Qué.	309	34563	59	1777	368	36340
Oxford House, Man.	0	0	18	294	18	294
Peace River, Alta.	12	1428	0	0	12	1428
Pembroke, Ont.	0	0	23	598	23	598
Penticton, B.C.	44	5236	45	861	89	6097
Peterborough, Ont.	0	0	30	1230	30	1230
Pickle Lake, Ont.	0	0	9	180	9	180
Port Hardy, B.C.	11	1309	0	0	11	1309
Port-Menier, Qué.	0	0	3	45	3	45
Povungnituk, Qué.	0	0	5	100	5	100
Powell River, B.C.	0	0	31	1010	31	1010
Prince Albert, Sask.	0	0	16	672	16	672
Prince George, B.C.	62	7508	22	440	84	7948
Prince Rupert (Seal Cove), B.C.	0	0	50	500	50	500
Prince Rupert, B.C.	17	2023	49	540	66	2563
Québec, Qué.	133	11471	63	2020	196	13491
Quesnel, B.C.	4	476	12	300	16	776
Rankin Inlet, N.W.T.	0	0	10	580	10	580
Red Deer, Alta.	0	0	10	200	10	200
Red Lake, Ont.	0	0	25	539	25	539
Red Sucker Lake, Man.	0	0	6	120	6	120
Regina, Sask.	83	8676	21	882	104	9558
Resolute Bay, N.W.T.	5	343	0	0	5	343
Rivière-du-Loup, Qué.	0	0	6	90	6	90
Roberval, Qué.	0	0	6	90	6	90
Rouyn/Noranda, Qué.	13	1326	6	240	19	1566
Rupert House, Qué.	0	0	10	200	10	200
Saguenay/Bagotville, Qué.	29	2891	17	530	46	3421
Saint John, N.B.	63	6902	14	560	77	7462
Sandspit, B.C.	7	833	21	210	28	1043
Sanikiluaq, N.W.T.	0	0	10	200	10	200



Table B.5 (cont.)  
SCHEDULED CARRIER ACTIVITY  
ALL SECTORS  
FOR WEEK OF MAY 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Sarnia, Ont.	0	0	30	1500	30	1500
Saskatoon, Sask.	83	9187	27	1134	110	10321
Sault Ste. Marie, Ont.	42	4628	28	560	70	5188
Schefferville, Qué.	6	474	0	0	6	474
Sept-Îles, Qué.	60	4834	36	1015	96	5849
Sioux Lookout, Ont.	0	0	8	160	8	160
Smithers, B.C.	7	833	10	200	17	1033
St. John's, Nfld.	70	9313	0	0	70	9313
St.-Augustin, Qué.	0	0	10	100	10	100
St.-Paul, Qué.	0	0	10	100	10	100
Stephenville, Nfld.	32	3570	0	0	32	3570
Stewart, B.C.	0	0	6	60	6	60
Stony Rapids, Sask.	0	0	5	210	5	210
Sudbury, Ont.	42	4130	45	960	87	5090
Sydney/Glace Bay, N.S.	35	3927	6	240	41	4167
Tahsis, B.C.	0	0	7	70	7	70
Terrace/Kitimat, B.C.	17	2023	10	200	27	2223
Tête-à-la-Baleine, Qué.	0	0	10	100	10	100
The Pas, Man.	10	1014	3	174	13	1188
Thompson, Man.	13	1195	5	290	18	1485
Thunder Bay, Ont.	89	9568	25	668	114	10236
Timmins, Ont.	21	2142	58	1266	79	3408
Tofino, B.C.	0	0	7	70	7	70
Toronto (Island), Ont.	0	0	10	230	10	230
Toronto (Pearson Int'l), Ont.	1196	177780	93	4458	1289	182238
Tuktoyaktuk, N.W.T.	0	0	2	84	2	84
Uranium City, Sask.	3	168	5	210	8	378
Val d'Or, Qué.	57	5900	15	525	72	6425
Vancouver Harbour, B.C.	0	0	106	2120	106	2120
Vancouver, B.C.	516	78715	175	3590	691	82305
Victoria Harbour, B.C.	0	0	71	1420	71	1420
Victoria, B.C.	66	8099	18	900	84	8999
Wabush/Labrador City, Nfld.	22	2058	0	0	22	2058
Watson Lake, Y.T.	14	1666	0	0	14	1666
Wawa, Ont.	0	0	19	380	19	380
Wemindji, Qué.	0	0	10	200	10	200
Whitehorse, Y.T.	29	2979	6	252	35	3231
Williams Lake, B.C.	4	476	24	540	28	1016
Windsor, Ont.	53	5593	0	0	53	5593
Winisk, Ont.	0	0	1	26	1	26
Winnipeg, Man.	345	40289	64	1541	409	41830
Wollaston Lake, Sask.	0	0	2	84	2	84
Yarmouth, N.S.	14	1428	0	0	14	1428
Yellowknife, N.W.T.	41	3217	0	0	41	3217



Table B.5 (cont.)  
SCHEDULED CARRIER ACTIVITY  
ALL SECTORS  
FOR WEEK OF MAY 15-21, 1978

City / Airport	<u>Jet</u>		<u>Non-Jet</u>		<u>Total</u>	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Total	6422	834466	3399	86217	9821	920683

Table B.6  
SCHEDULED CARRIER ACTIVITY  
SOUTHERN DOMESTIC SECTOR  
FOR WEEK OF MAY 15-21, 1985

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Anahim Lake, B.C.	0	0	28	196	28	196
Atikokan, Ont.	0	0	24	480	24	480
Baie-Comeau, Qué.	16	1304	33	198	49	1502
Bella Coola, B.C.	0	0	14	98	14	98
Bonaventure, Qué.	0	0	7	105	7	105
Brandon, Man.	12	1428	0	0	12	1428
Brockville, Ont.	0	0	20	300	20	300
Calgary, Alta.	443	58855	83	3505	526	62360
Campbell River, B.C.	18	2142	56	2076	74	4218
Castlegar, B.C.	12	1428	7	338	19	1766
Chapleau, Ont.	0	0	7	140	7	140
Charlo, N.B.	7	833	0	0	7	833
Charlottetown, P.E.I.	20	2261	21	840	41	3101
Chatham, N.B.	14	1666	0	0	14	1666
Chibougamau, Qué.	0	0	6	252	6	252
Cochrane, Ont.	0	0	27	358	27	358
Cold Lake, Alta.	0	0	27	405	27	405
Comox, B.C.	6	714	31	1340	37	2054
Cranbrook, B.C.	36	4284	0	0	36	4284
Dauphin, Man.	0	0	15	135	15	135
Deer Lake, Nfld.	14	1666	0	0	14	1666
Delta, B.C.	0	0	45	270	45	270
Dolbeau, Qué.	0	0	12	504	12	504
Dryden, Ont.	26	3094	19	380	45	3474
Earlton, Ont.	0	0	24	480	24	480
Edmonton (International), Alta.	170	22683	0	0	170	22683
Edmonton (Municipal), Alta.	115	13515	35	1305	150	14820
Elliot Lake, Ont.	0	0	28	490	28	490
Fort Frances, Ont.	0	0	19	380	19	380
Fredericton, N.B.	42	4760	12	480	54	5240
Gander, Nfld.	25	2856	0	0	25	2856
Gaspé, Qué.	0	0	20	800	20	800
Gatineau/Hull, Qué.	0	0	16	240	16	240
Geraldton, Ont.	0	0	17	340	17	340
Gillies Bay, B.C.	0	0	17	306	17	306
Halifax, N.S.	214	26122	52	2080	266	28202
Hamilton, Ont.	0	0	22	924	22	924
Hornepayne, Ont.	0	0	12	240	12	240
Iles-de-la-Madeleine, Qué.	0	0	17	680	17	680
Kamloops, B.C.	32	3808	12	240	44	4048
Kapuskasing, Ont.	0	0	24	740	24	740
Kelowna, B.C.	87	10353	26	940	113	11293
Kenora, Ont.	0	0	29	495	29	495
Kingston, Ont.	0	0	32	480	32	480
Kirkland Lake, Ont.	0	0	12	240	12	240
Lethbridge, Alta.	0	0	52	2580	52	2580
Lloydminster, Alta.	0	0	61	1239	61	1239
London, Ont.	14	1428	81	4050	95	5478

Table B.6 (cont.)  
SCHEDULED CARRIER ACTIVITY  
SOUTHERN DOMESTIC SECTOR  
FOR WEEK OF MAY 15-21, 1985

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Manitouwadge, Ont.	0	0	36	393	36	393
Marathon, Ont.	0	0	44	614	44	614
Masset, B.C.	0	0	12	120	12	120
Matagami, Qué.	0	0	6	120	6	120
Matane, Qué.	0	0	5	30	5	30
Medicine Hat, Alta.	0	0	25	1234	25	1234
Moncton, N.B.	27	2754	21	840	48	3594
Mont-Joli, Qué.	16	1304	25	553	41	1857
Montréal (Dorval), Qué.	480	61215	58	2148	538	63363
Montréal (Mirabel), Qué.	0	0	14	560	14	560
Nanaimo Harbour, B.C.	0	0	15	300	15	300
Nanaimo, B.C.	0	0	103	1964	103	1964
North Battleford, Sask.	0	0	16	240	16	240
North Bay, Ont.	38	4236	60	1182	98	5418
Ottawa, Ont./Hull, Qué.	283	34546	172	6625	455	41171
Parry Sound, Ont.	0	0	3	30	3	30
Pembroke, Ont.	0	0	40	280	40	280
Penticton, B.C.	37	4403	6	120	43	4523
Peterborough, Ont.	0	0	11	253	11	253
Port Hardy, B.C.	6	714	13	650	19	1364
Powell River, B.C.	0	0	53	1596	53	1596
Prince Albert, Sask.	0	0	11	300	11	300
Prince George, B.C.	38	4322	6	120	44	4442
Prince Rupert, B.C.	14	1526	19	190	33	1716
Qualicum, B.C.	0	0	28	196	28	196
Québec, Qué.	106	10138	36	540	142	10678
Quesnel, B.C.	6	714	24	840	30	1554
Regina, Sask.	92	10643	22	786	114	11429
Rimouski, Qué.	0	0	20	120	20	120
Rouyn/Noranda, Qué.	19	1800	3	69	22	1869
Saguenay/Bagotville, Qué.	13	1467	10	150	23	1617
Saint John, N.B.	41	4301	9	360	50	4661
Sandspit, B.C.	7	833	7	70	14	903
Sans Souci Island, Ont.	0	0	3	30	3	30
Sarnia, Ont.	0	0	26	1300	26	1300
Saskatoon, Sask.	83	9532	61	1668	144	11200
Sault Ste. Marie, Ont.	46	5270	25	560	71	5830
Sechelt, B.C.	0	0	17	306	17	306
Smithers, B.C.	7	833	0	0	7	833
St. John's, Nfld.	71	8698	0	0	71	8698
Stephenville, Nfld.	26	2856	0	0	26	2856
Sudbury, Ont.	31	3162	70	1776	101	4938
Sydney/Glace Bay, N.S.	40	4413	0	0	40	4413
Terrace Bay, Ont.	0	0	12	240	12	240
Terrace/Kitimat, B.C.	26	2954	0	0	26	2954
Thunder Bay, Ont.	91	10448	46	697	137	11145
Timmins, Ont.	19	2118	77	1776	96	3894
Toronto (Buttonville), Ont.	0	0	17	255	17	255

Table B.6 (cont.)  
SCHEDULED CARRIER ACTIVITY  
SOUTHERN DOMESTIC SECTOR  
FOR WEEK OF MAY 15-21, 1985

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Toronto (Island), Ont.	0	0	58	2900	58	2900
Toronto (Pearson Int'l), Ont.	892	124343	199	5891	1091	130234
Trenton/Belleville, Ont.	0	0	29	435	29	435
Val d'Or, Qué.	30	2794	9	189	39	2983
Vancouver Harbour, B.C.	0	0	86	1720	86	1720
Vancouver, B.C.	492	64905	514	14362	1006	79267
Victoria Harbour, B.C.	0	0	71	1420	71	1420
Victoria, B.C.	33	4068	239	7628	272	11696
Wawa, Ont.	0	0	20	400	20	400
Williams Lake, B.C.	6	714	24	840	30	1554
Windsor, Ont.	54	5930	0	0	54	5930
Winnipeg, Man.	264	30268	16	180	280	30448
Yarmouth, N.S.	7	714	0	0	7	714
Yorkton, Sask.	0	0	5	45	5	45
Total	4764	594136	3659	99880	8423	694016



Table B.7  
SCHEDULED CARRIER ACTIVITY  
NORTHERN DOMESTIC SECTOR  
FOR WEEK OF MAY 15-21, 1985

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Aklavik, N.W.T.	0	0	10	200	10	200
Alice Arm/Kitsault, B.C.	0	0	3	30	3	30
Artic Bay, N.W.T.	0	0	1	20	1	20
Attawapiskat, Ont.	0	0	10	244	10	244
Baie-Comeau, Qué.	0	0	10	60	10	60
Baie-Johan-Beetz, Que.	0	0	3	30	3	30
Baker Lake, N.W.T.	0	0	9	300	9	300
Berens River, Man.	0	0	7	63	7	63
Big Trout Lake, Ont.	0	0	9	108	9	108
Blanc-Sablon, Qué.	0	0	5	200	5	200
Broughton Island, N.W.T.	0	0	4	160	4	160
Cambridge Bay, N.W.T.	2	112	8	217	10	329
Cape Dorset, N.W.T.	0	0	3	120	3	120
Chesterfield Inlet, N.W.T.	0	0	2	40	2	40
Chetwynd, B.C.	0	0	12	180	12	180
Chevery, Qué.	0	0	25	550	25	550
Churchill Falls, Nfld.	2	238	0	0	2	238
Churchill, Man.	4	476	10	380	14	856
Clyde River, N.W.T.	0	0	4	160	4	160
Cochrane, Ont.	0	0	9	68	9	68
Coppermine, N.W.T.	0	0	7	209	7	209
Coral Harbour, N.W.T.	0	0	3	120	3	120
Cross Lake, Man.	0	0	6	139	6	139
Dawson City, Y.T.	0	0	13	169	13	169
Dawson Creek, B.C.	12	1428	12	180	24	1608
Deer Lake, Nfld.	5	595	0	0	5	595
Eastmain River, Qué.	0	0	12	240	12	240
Edmonton (International), Alta.	40	3831	0	0	40	3831
Edmonton (Municipal), Alta.	13	1547	45	2184	58	3731
Eskimo Point, N.W.T.	0	0	10	360	10	360
Flin Flon, Man.	5	595	0	0	5	595
Fort Albany, Ont.	0	0	12	440	12	440
Fort Chipewyan, Alta.	0	0	5	240	5	240
Fort George, Qué.	0	0	9	180	9	180
Fort Hope, Ont.	0	0	15	300	15	300
Fort McMurray, Alta.	13	1547	10	480	23	2027
Fort McPherson, N.W.T.	0	0	10	200	10	200
Fort Nelson, B.C.	9	981	2	28	11	1009
Fort Severn, Ont.	0	0	5	30	5	30
Fort Simpson, N.W.T.	1	119	10	164	11	283
Fort Smith, N.W.T.	12	1428	2	52	14	1480
Fort St. John, B.C.	41	4469	6	90	47	4559
Gagnon, Qué.	5	595	2	30	7	625
Geraldton, Ont.	0	0	5	100	5	100
Gethsémani, Qué.	0	0	10	100	10	100
Gillam, Man.	8	952	0	0	8	952
Gjoa Haven, N.W.T.	0	0	8	112	8	112
Gods Lake Narrows, Man.	0	0	3	78	3	78



Table B.7 (cont.)  
SCHEDULED CARRIER ACTIVITY  
NORTHERN DOMESTIC SECTOR  
FOR WEEK OF MAY 15-21, 1985

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Gods River, Man.	0	0	2	52	2	52
Goose Bay, Nfld.	16	1778	0	0	16	1778
Grande Prairie, Alta.	15	1635	18	888	33	2523
Grise Fiord, N.W.T.	0	0	1	20	1	20
Halifax, N.S.	4	350	0	0	4	350
Hall Beach, N.W.T.	2	112	7	134	9	246
Havre-St.-Pierre, Qué.	0	0	15	510	15	510
Hay River, N.W.T.	12	1428	4	104	16	1532
High Level, Alta.	0	0	11	528	11	528
Holman Island, N.W.T.	0	0	4	68	4	68
Igloolik, N.W.T.	0	0	6	120	6	120
Inuvik, N.W.T.	13	854	43	853	56	1707
Iqaluit (Frobisher Bay), N.W.T.	13	728	11	418	24	1146
Island Lake, Man.	0	0	12	278	12	278
Kasabonika, Ont.	0	0	6	90	6	90
Kashechewan, Ont.	0	0	12	440	12	440
Kégashka, Qué.	0	0	10	100	10	100
Kenora, Ont.	0	0	23	405	23	405
Kuujuaq (Fort Chimo), Qué.	9	504	0	0	9	504
Kuujuarapik (Poste-Baleine), Qué	5	280	3	60	8	340
La Grande, Qué.	10	560	0	0	10	560
La Ronge, Sask.	0	0	10	420	10	420
La Tabatière, Qué.	0	0	10	100	10	100
Lake Harbour, N.W.T.	0	0	2	40	2	40
Lansdowne House, Ont.	0	0	15	300	15	300
Little Grand Rapids, Man.	0	0	2	18	2	18
Matagami, Qué.	0	0	6	120	6	120
Mayo, Y.T.	0	0	12	163	12	163
Mont-Joli, Qué.	0	0	7	280	7	280
Montréal (Dorval), Qué.	7	392	0	0	7	392
Moosonee, Ont.	0	0	29	640	29	640
Nanisivik, N.W.T.	2	112	2	40	4	152
Natashquan, Qué.	0	0	16	490	16	490
Norman Wells, N.W.T.	20	1309	2	28	22	1337
Norway House, Man.	0	0	13	287	13	287
Old Crow, Y.T.	0	0	7	133	7	133
Ottawa, Ont./Hull, Qué.	1	56	0	0	1	56
Oxford House, Man.	0	0	3	78	3	78
Pangnirtung, N.W.T.	0	0	5	200	5	200
Paulatuk, N.W.T.	0	0	5	100	5	100
Peace River, Alta.	0	0	16	768	16	768
Pelly Bay (Town Site), N.W.T.	0	0	2	40	2	40
Pelly Bay, N.W.T.	0	0	3	42	3	42
Pickle Lake, Ont.	0	0	4	80	4	80
Pine Point, N.W.T.	0	0	4	104	4	104
Pond Inlet, N.W.T.	0	0	5	140	5	140
Port-Menier, Qué.	0	0	5	75	5	75
Prince Albert, Sask.	0	0	5	210	5	210

Table B.7 (cont.)  
SCHEDULED CARRIER ACTIVITY  
NORTHERN DOMESTIC SECTOR  
FOR WEEK OF MAY 15-21, 1985

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Prince George, B.C.	17	1913	6	90	23	2003
Prince Rupert, B.C.	0	0	8	80	8	80
Québec, Qué.	20	2095	0	0	20	2095
Rainbow Lake, Alta.	0	0	5	240	5	240
Rankin Inlet, N.W.T.	0	0	22	854	22	854
Red Lake, Ont.	0	0	18	396	18	396
Red Sucker Lake, Man.	0	0	2	52	2	52
Repulse Bay, N.W.T.	0	0	3	100	3	100
Resolute Bay, N.W.T.	4	224	2	40	6	264
Round Lake, Ont.	0	0	6	90	6	90
Rupert House, Qué.	0	0	19	380	19	380
Sachs Harbour, N.W.T.	0	0	5	100	5	100
Saguenay/Bagotville, Qué.	0	0	2	30	2	30
Sandy Lake, Ont.	0	0	6	90	6	90
Schefferville, Qué.	0	0	15	225	15	225
Sept-Iles, Qué.	26	2792	32	715	58	3507
Sioux Lookout, Ont.	0	0	28	420	28	420
Spence Bay, N.W.T.	0	0	6	84	6	84
St. Theresa Point, Man.	0	0	12	278	12	278
St.-Augustin, Qué.	0	0	5	200	5	200
Stephenville, Nfld.	1	119	0	0	1	119
Stewart, B.C.	0	0	5	50	5	50
Stony Rapids, Sask.	0	0	5	210	5	210
Tête-à-la-Baleine, Qué.	0	0	10	100	10	100
The Pas, Man.	6	714	0	0	6	714
Thompson, Man.	9	1071	1	40	10	1111
Thunder Bay, Ont.	0	0	15	245	15	245
Timmins, Ont.	0	0	5	200	5	200
Tuktoyaktuk, N.W.T.	0	0	21	420	21	420
Uranium City, Sask.	0	0	2	84	2	84
Val d'Or, Qué.	6	336	0	0	6	336
Vancouver, B.C.	9	981	0	0	9	981
Wabush/Labrador City, Nfld.	13	1467	15	225	28	1692
Watson Lake, Y.T.	3	327	3	18	6	345
Webequie, Ont.	0	0	5	100	5	100
Wemindji, Qué.	0	0	12	240	12	240
Whale Cove, N.W.T.	0	0	2	40	2	40
Whitehorse, Y.T.	12	1328	16	187	28	1515
Winisk, Ont.	0	0	4	24	4	24
Winnipeg, Man.	17	2023	38	934	55	2957
Wollaston Lake, Sask.	0	0	2	84	2	84
Wrigley, N.W.T.	0	0	4	56	4	56
Yellowknife, N.W.T.	37	2765	17	623	54	3388

Table B.7 (cont.)  
SCHEDULED CARRIER ACTIVITY  
NORTHERN DOMESTIC SECTOR  
FOR WEEK OF MAY 15-21, 1985

City / Airport	<u>Jet</u>		<u>Non-Jet</u>		<u>Total</u>	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Total	481	47166	1128	27663	1609	74829

Table B.8  
SCHEDULED CARRIER ACTIVITY  
TRANSBORDER SECTOR  
FOR WEEK OF MAY 15-21, 1985

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Calgary, Alta.	151	18819	1	20	152	18839
Edmonton (International), Alta.	69	8674	0	0	69	8674
Kingston, Ont.	0	0	10	150	10	150
London, Ont.	0	0	10	500	10	500
Montréal (Dorval), Qué.	233	34588	39	845	272	35433
Montréal (Mirabel), Qué.	2	238	0	0	2	238
Ottawa, Ont./Hull, Qué.	50	4756	17	690	67	5446
Québec, Qué.	2	158	0	0	2	158
Regina, Sask.	14	1484	0	0	14	1484
Saint John, N.B.	7	714	0	0	7	714
Saskatoon, Sask.	7	742	0	0	7	742
Thunder Bay, Ont.	0	0	12	180	12	180
Toronto (Pearson Int'l), Ont.	529	74681	120	3542	649	78223
Vancouver, B.C.	132	17123	34	296	166	17419
Victoria Harbour, B.C.	0	0	7	70	7	70
Victoria, B.C.	0	0	54	891	54	891
Whitehorse, Y.T.	0	0	3	57	3	57
Winnipeg, Man.	34	3874	0	0	34	3874
Yarmouth, N.S.	7	714	0	0	7	714
Total	1237	166565	307	7241	1544	173806

Table B.9  
SCHEDULED CARRIER ACTIVITY  
INTERNATIONAL SECTOR  
FOR WEEK OF MAY 15-21, 1985

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Calgary, Alta.	23	6205	0	0	23	6205
Edmonton (International), Alta.	12	3102	0	0	12	3102
Gander, Nfld.	6	1206	0	0	6	1206
Halifax, N.S.	8	1752	3	120	11	1872
Iqaluit (Frobisher Bay), N.W.T.	0	0	1	40	1	40
Montréal (Mirabel), Qué.	131	43137	0	0	131	43137
Québec, Qué.	2	858	0	0	2	858
Toronto (Pearson Int'l), Ont.	107	31464	0	0	107	31464
Vancouver, B.C.	40	13582	0	0	40	13582
Winnipeg, Man.	2	546	0	0	2	546
Total	331	101852	4	160	335	102012



Table B.10  
SCHEDULED CARRIER ACTIVITY  
ALL SECTORS  
FOR WEEK OF MAY 15-21, 1985

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Aklavik, N.W.T.	0	0	10	200	10	200
Alice Arm/Kitsault, B.C.	0	0	3	30	3	30
Anahim Lake, B.C.	0	0	28	196	28	196
Arctic Bay, N.W.T.	0	0	1	20	1	20
Atikokan, Ont.	0	0	24	480	24	480
Attawapiskat, Ont.	0	0	10	244	10	244
Baie-Comeau, Qué.	16	1304	43	258	59	1562
Baie-Johan-Beetz, Que.	0	0	3	30	3	30
Baker Lake, N.W.T.	0	0	9	300	9	300
Bella Coola, B.C.	0	0	14	98	14	98
Berens River, Man.	0	0	7	63	7	63
Big Trout Lake, Ont.	0	0	9	108	9	108
Blanc-Sablon, Qué.	0	0	5	200	5	200
Bonaventure, Qué.	0	0	7	105	7	105
Brandon, Man.	12	1428	0	0	12	1428
Brockville, Ont.	0	0	20	300	20	300
Broughton Island, N.W.T.	0	0	4	160	4	160
Calgary, Alta.	617	83879	84	3525	701	87404
Cambridge Bay, N.W.T.	2	112	8	217	10	329
Campbell River, B.C.	18	2142	56	2076	74	4218
Cape Dorset, N.W.T.	0	0	3	120	3	120
Castlegar, B.C.	12	1428	7	338	19	1766
Chapleau, Ont.	0	0	7	140	7	140
Charlo, N.B.	7	833	0	0	7	833
Charlottetown, P.E.I.	20	2261	21	840	41	3101
Chatham, N.B.	14	1666	0	0	14	1666
Chesterfield Inlet, N.W.T.	0	0	2	40	2	40
Chetwynd, B.C.	0	0	12	180	12	180
Chevery, Qué.	0	0	25	550	25	550
Chibougamau, Qué.	0	0	6	252	6	252
Churchill Falls, Nfld.	2	238	0	0	2	238
Churchill, Man.	4	476	10	380	14	856
Clyde River, N.W.T.	0	0	4	160	4	160
Cochrane, Ont.	0	0	36	426	36	426
Cold Lake, Alta.	0	0	27	405	27	405
Comox, B.C.	6	714	31	1340	37	2054
Coppermine, N.W.T.	0	0	7	209	7	209
Coral Harbour, N.W.T.	0	0	3	120	3	120
Cranbrook, B.C.	36	4284	0	0	36	4284
Cross Lake, Man.	0	0	6	139	6	139
Dauphin, Man.	0	0	15	135	15	135
Dawson City, Y.T.	0	0	13	169	13	169
Dawson Creek, B.C.	12	1428	12	180	24	1608
Deer Lake, Nfld.	19	2261	0	0	19	2261
Delta, B.C.	0	0	45	270	45	270
Dolbeau, Qué.	0	0	12	504	12	504
Dryden, Ont.	26	3094	19	380	45	3474
Earlton, Ont.	0	0	24	480	24	480

Table B.10 (cont.)  
SCHEDULED CARRIER ACTIVITY  
ALL SECTORS  
FOR WEEK OF MAY 15-21, 1985

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Eastmain River, Qué.	0	0	12	240	12	240
Edmonton (International), Alta.	291	38290	0	0	291	38290
Edmonton (Municipal), Alta.	128	15062	80	3489	208	18551
Elliot Lake, Ont.	0	0	28	490	28	490
Eskimo Point, N.W.T.	0	0	10	360	10	360
Flin Flon, Man.	5	595	0	0	5	595
Fort Albany, Ont.	0	0	12	440	12	440
Fort Chipewyan, Alta.	0	0	5	240	5	240
Fort Frances, Ont.	0	0	19	380	19	380
Fort George, Qué.	0	0	9	180	9	180
Fort Hope, Ont.	0	0	15	300	15	300
Fort McMurray, Alta.	13	1547	10	480	23	2027
Fort McPherson, N.W.T.	0	0	10	200	10	200
Fort Nelson, B.C.	9	981	2	28	11	1009
Fort Severn, Ont.	0	0	5	30	5	30
Fort Simpson, N.W.T.	1	119	10	164	11	283
Fort Smith, N.W.T.	12	1428	2	52	14	1480
Fort St. John, B.C.	41	4469	6	90	47	4559
Fredericton, N.B.	42	4760	12	480	54	5240
Gagnon, Qué.	5	595	2	30	7	625
Gander, Nfld.	31	4062	0	0	31	4062
Gaspé, Qué.	0	0	20	800	20	800
Gatineau/Hull, Qué.	0	0	16	240	16	240
Geraldton, Ont.	0	0	22	440	22	440
Gethsémani, Qué.	0	0	10	100	10	100
Gillam, Man.	8	952	0	0	8	952
Gillies Bay, B.C.	0	0	17	306	17	306
Gjoa Haven, N.W.T.	0	0	8	112	8	112
Gods Lake Narrows, Man.	0	0	3	78	3	78
Gods River, Man.	0	0	2	52	2	52
Goose Bay, Nfld.	16	1778	0	0	16	1778
Grande Prairie, Alta.	15	1635	18	888	33	2523
Grise Fiord, N.W.T.	0	0	1	20	1	20
Halifax, N.S.	226	28224	55	2200	281	30424
Hall Beach, N.W.T.	2	112	7	134	9	246
Hamilton, Ont.	0	0	22	924	22	924
Havre-St.-Pierre, Qué.	0	0	15	510	15	510
Hay River, N.W.T.	12	1428	4	104	16	1532
High Level, Alta.	0	0	11	528	11	528
Holman Island, N.W.T.	0	0	4	68	4	68
Hornepayne, Ont.	0	0	12	240	12	240
Igloolik, N.W.T.	0	0	6	120	6	120
Iles-de-la-Madeleine, Qué.	0	0	17	680	17	680
Inuvik, N.W.T.	13	854	43	853	56	1707
Iqaluit (Frobisher Bay), N.W.T.	13	728	12	458	25	1186
Island Lake, Man.	0	0	12	278	12	278
Kamloops, B.C.	32	3808	12	240	44	4048
Kapuskasing, Ont.	0	0	24	740	24	740

Table B.10 (cont.)  
SCHEDULED CARRIER ACTIVITY  
ALL SECTORS  
FOR WEEK OF MAY 15-21, 1985

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Kasabonika, Ont.	0	0	6	90	6	90
Kashechewan, Ont.	0	0	12	440	12	440
Kégashka, Qué.	0	0	10	100	10	100
Kelowna, B.C.	87	10353	26	940	113	11293
Kenora, Ont.	0	0	52	900	52	900
Kingston, Ont.	0	0	42	630	42	630
Kirkland Lake, Ont.	0	0	12	240	12	240
Kuujuuaq (Fort Chimo), Qué.	9	504	0	0	9	504
Kuujuarapik (Poste-Baleine), Qué	5	280	3	60	8	340
La Grande, Qué.	10	560	0	0	10	560
La Ronge, Sask.	0	0	10	420	10	420
La Tabatière, Qué.	0	0	10	100	10	100
Lake Harbour, N.W.T.	0	0	2	40	2	40
Lansdowne House, Ont.	0	0	15	300	15	300
Lethbridge, Alta.	0	0	52	2580	52	2580
Little Grand Rapids, Man.	0	0	2	18	2	18
Lloydminster, Alta.	0	0	61	1239	61	1239
London, Ont.	14	1428	91	4550	105	5978
Manitouwadge, Ont.	0	0	36	393	36	393
Marathon, Ont.	0	0	44	614	44	614
Masset, B.C.	0	0	12	120	12	120
Matagami, Qué.	0	0	12	240	12	240
Matane, Qué.	0	0	5	30	5	30
Mayo, Y.T.	0	0	12	163	12	163
Medicine Hat, Alta.	0	0	25	1234	25	1234
Moncton, N.B.	27	2754	21	840	48	3594
Mont-Joli, Qué.	16	1304	32	833	48	2137
Montréal (Dorval), Qué.	720	96195	97	2993	817	99188
Montréal (Mirabel), Qué.	133	43375	14	560	147	43935
Moosonee, Ont.	0	0	29	640	29	640
Nanaimo Harbour, B.C.	0	0	15	300	15	300
Nanaimo, B.C.	0	0	103	1964	103	1964
Nanisivik, N.W.T.	2	112	2	40	4	152
Natashquan, Qué.	0	0	16	490	16	490
Norman Wells, N.W.T.	20	1309	2	28	22	1337
North Battleford, Sask.	0	0	16	240	16	240
North Bay, Ont.	38	4236	60	1182	98	5418
Norway House, Man.	0	0	13	287	13	287
Old Crow, Y.T.	0	0	7	133	7	133
Ottawa, Ont./Hull, Qué.	334	39358	189	7315	523	46673
Oxford House, Man.	0	0	3	78	3	78
Pangnirtung, N.W.T.	0	0	5	200	5	200
Parry Sound, Ont.	0	0	3	30	3	30
Paulatuk, N.W.T.	0	0	5	100	5	100
Peace River, Alta.	0	0	16	768	16	768
Pelly Bay (Town Site), N.W.T.	0	0	2	40	2	40
Pelly Bay, N.W.T.	0	0	3	42	3	42
Pembroke, Ont.	0	0	40	280	40	280



Table B.10 (cont.)  
SCHEDULED CARRIER ACTIVITY  
ALL SECTORS  
FOR WEEK OF MAY 15-21, 1985

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Penticton, B.C.	37	4403	6	120	43	4523
Peterborough, Ont.	0	0	11	253	11	253
Pickle Lake, Ont.	0	0	4	80	4	80
Pine Point, N.W.T.	0	0	4	104	4	104
Pond Inlet, N.W.T.	0	0	5	140	5	140
Port Hardy, B.C.	6	714	13	650	19	1364
Port-Menier, Qué.	0	0	5	75	5	75
Powell River, B.C.	0	0	53	1596	53	1596
Prince Albert, Sask.	0	0	16	510	16	510
Prince George, B.C.	55	6235	12	210	67	6445
Prince Rupert, B.C.	14	1526	27	270	41	1796
Qualicum, B.C.	0	0	28	196	28	196
Québec, Qué.	130	13249	36	540	166	13789
Quesnel, B.C.	6	714	24	840	30	1554
Rainbow Lake, Alta.	0	0	5	240	5	240
Rankin Inlet, N.W.T.	0	0	22	854	22	854
Red Lake, Ont.	0	0	18	396	18	396
Red Sucker Lake, Man.	0	0	2	52	2	52
Regina, Sask.	106	12127	22	786	128	12913
Repulse Bay, N.W.T.	0	0	3	100	3	100
Resolute Bay, N.W.T.	4	224	2	40	6	264
Rimouski, Qué.	0	0	20	120	20	120
Round Lake, Ont.	0	0	6	90	6	90
Rouyn/Noranda, Qué.	19	1800	3	69	22	1869
Rupert House, Qué.	0	0	19	380	19	380
Sachs Harbour, N.W.T.	0	0	5	100	5	100
Saguenay/Bagotville, Qué.	13	1467	12	180	25	1647
Saint John, N.B.	48	5015	9	360	57	5375
Sandspit, B.C.	7	833	7	70	14	903
Sandy Lake, Ont.	0	0	6	90	6	90
Sans Souci Island, Ont.	0	0	3	30	3	30
Sarnia, Ont.	0	0	26	1300	26	1300
Saskatoon, Sask.	90	10274	61	1668	151	11942
Sault Ste. Marie, Ont.	46	5270	25	560	71	5830
Schefferville, Qué.	0	0	15	225	15	225
Sechelt, B.C.	0	0	17	306	17	306
Sept-Iles, Qué.	26	2792	32	715	58	3507
Sioux Lookout, Ont.	0	0	28	420	28	420
Smithers, B.C.	7	833	0	0	7	833
Spence Bay, N.W.T.	0	0	6	84	6	84
St. John's, Nfld.	71	8698	0	0	71	8698
St. Theresa Point, Man.	0	0	12	278	12	278
St.-Augustin, Qué.	0	0	5	200	5	200
Stephenville, Nfld.	27	2975	0	0	27	2975
Stewart, B.C.	0	0	5	50	5	50
Stony Rapids, Sask.	0	0	5	210	5	210
Sudbury, Ont.	31	3162	70	1776	101	4938
Sydney/Glace Bay, N.S.	40	4413	0	0	40	4413

Table B.10 (cont.)  
SCHEDULED CARRIER ACTIVITY  
ALL SECTORS  
FOR WEEK OF MAY 15-21, 1985

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Terrace Bay, Ont.	0	0	12	240	12	240
Terrace/Kitimat, B.C.	26	2954	0	0	26	2954
Tête-à-la-Baleine, Qué.	0	0	10	100	10	100
The Pas, Man.	6	714	0	0	6	714
Thompson, Man.	9	1071	1	40	10	1111
Thunder Bay, Ont.	91	10448	73	1122	164	11570
Timmins, Ont.	19	2118	82	1976	101	4094
Toronto (Buttonville), Ont.	0	0	17	255	17	255
Toronto (Island), Ont.	0	0	58	2900	58	2900
Toronto (Pearson Int'l), Ont.	1528	230488	319	9433	1847	239921
Trenton/Belleville, Ont.	0	0	29	435	29	435
Tuktoyaktuk, N.W.T.	0	0	21	420	21	420
Uranium City, Sask.	0	0	2	84	2	84
Val d'Or, Qué.	36	3130	9	189	45	3319
Vancouver Harbour, B.C.	0	0	86	1720	86	1720
Vancouver, B.C.	673	96591	548	14658	1221	111249
Victoria Harbour, B.C.	0	0	78	1490	78	1490
Victoria, B.C.	33	4068	293	8519	326	12587
Wabush/Labrador City, Nfld.	13	1467	15	225	28	1692
Watson Lake, Y.T.	3	327	3	18	6	345
Wawa, Ont.	0	0	20	400	20	400
Webequie, Ont.	0	0	5	100	5	100
Wemindji, Qué.	0	0	12	240	12	240
Whale Cove, N.W.T.	0	0	2	40	2	40
Whitehorse, Y.T.	12	1328	19	244	31	1572
Williams Lake, B.C.	6	714	24	840	30	1554
Windsor, Ont.	54	5930	0	0	54	5930
Winisk, Ont.	0	0	4	24	4	24
Winnipeg, Man.	317	36711	54	1114	371	37825
Wollaston Lake, Sask.	0	0	2	84	2	84
Wrigley, N.W.T.	0	0	4	56	4	56
Yarmouth, N.S.	14	1428	0	0	14	1428
Yellowknife, N.W.T.	37	2765	17	623	54	3388
Yorkton, Sask.	0	0	5	45	5	45
Total	6813	909719	5098	134944	11911	1044663



Table B.11

SUMMARY OF SCHEDULED CARRIER ACTIVITY  
TOTAL JET AND NON-JET  
WEEK OF MAY 15-21, 1978 AND 1985

Departures and Seats	Southern		Northern		Transborder		International		All	
	Domestic Sector		Domestic Sector		Sector		Sector		Sectors	
	<u>Dep.</u>	<u>Seats</u>	<u>Dep.</u>	<u>Seats</u>	<u>Dep.</u>	<u>Seats</u>	<u>Dep.</u>	<u>Seats</u>	<u>Dep.</u>	<u>Seats</u>
1978	6 795	585 805	1 518	90 798	1 171	145 821	337	98 259	9 821	920 683
1985	8 423	694 016	1 609	74 829	1 544	173 806	335	102 012	11 911	1 044 663

## Percentage Change in Departures and Seats

1978- 1985	Southern		Northern		Transborder		International		All	
	Domestic Sector		Domestic Sector		Sector		Sector		Sectors	
	<u>Dep.</u>	<u>Seats</u>	<u>Dep.</u>	<u>Seats</u>	<u>Dep.</u>	<u>Seats</u>	<u>Dep.</u>	<u>Seats</u>	<u>Dep.</u>	<u>Seats</u>
	+23.96	+18.47	+5.99	-17.59	+31.85	+19.19	-0.59	+3.82	+21.28	+13.47

INDEX OF CONVENIENCE FOR DOMESTIC SCHEDULED SERVICES: NOTES FOR  
TABLES B.12-B.14

The index of convenience detailed in Tables B.13 and B.14 is based on a convenience index used in a Civil Aeronautics Board (CAB) study entitled Competition and the Airlines, an Evaluation of Deregulation, (December 1982). The basic assumptions have been modified to reflect the Canadian situation.

Convenience, as measured by this index, is one aspect of the quality of service being provided by air carriers. Basically, the index relates the service offered with the service desired. The concept of convenience, as defined herein, has thus to do with flight times and flight routings and their ability to facilitate passenger journeys between points of origin and points of destination. For passengers, air services are convenient when their preferences concerning departure and arrival times can be satisfied.

This index of convenience is computed using two key variables: the flight duration and the schedule delay. The flight duration is determined by the speed of the aircraft and the routing of the flight, a non-stop flight taking less time. The schedule delay is measured as the difference between the arriving time of the flight and the time at which the traveller wants to arrive. Sometimes, a traveller will have a choice between two flights: one arriving at the desired time but involving one or more connections and, another arriving later than desired but not involving connections. For such situations, when a choice is to be made between the two available flights, it is assumed that travellers are willing to trade-off an hour of schedule delay for 45 minutes saved on the duration of the flight. This assumption was also used by the CAB and the index was found insensitive to small variations in the trade-off.

As noted earlier, the measurement of convenience requires that services offered be related to services demanded. The magnitude of this task given the data requirements and the size of the Canadian domestic network requires that a number of simplifying assumptions be made.

The first assumption relates to the time period considered. The indexes are calculated from the Official Airline Guide's flight listing for the first Monday in June each year. In order to account for both eastbound and westbound flights, the peak periods for arriving flights are defined as between 9:00 to 11:00 hours and 16:00 to 20:00 hours. The index as defined should thus be considered a peak travel index being calculated for peak hour flights during a peak travel period.

The second assumption relates to the underlying demand distribution of the desired arrival times. For purposes of this index, a homogeneous demand distribution is assumed, i.e., hypothetical travellers have desired arrival times spread every 15 minutes throughout the peak period of the day. In the absence of information on the actual and unconstrained distribution, this hypothetical distribution is used as one possible approximation.

The third assumption relates to the selection of domestic routes used as the basis for the computation of the index. From the eight airports

in Canada defined as either large or medium hubs, i.e., Halifax, Montréal, Ottawa, Toronto, Winnipeg, Calgary, Edmonton, and Vancouver, a sample of city pairs was drawn. Specifically, from the 28 possible combinations of cities, 14 were randomly selected. Those city pairs are identified in Table B.12.

Trips on the 14 routes selected were simulated using flights listed in the Official Airline Guide (June edition for the appropriate year). A minimum of 30 minutes is allowed if a connection has to be made on a given route.

The index for one route is the average of the weighted flight duration and schedule delay for all hypothetical passengers on that route during the peak period. The index for the convenience of air services as a whole is the weighted sum of the route indexes, the weights being the size of each route's passenger traffic as a proportion of the total origin and destination (O&D) passenger traffic for the selected routes.

Since each route has a specific length of haul, a second index is computed to remove the distance effect. Because the longer routes, like Toronto-Vancouver, have longer flight durations and consequently higher index values, the index for each route is "deflated" by its great circle distance. By doing so, the total index which is a weighted sum of every route index, is not biased by the length of the routes.

The basic index of convenience is reported in Table B.13, the distance adjusted index in Table B.14. In analyzing these tables it must be borne in mind that the index is a time cost index. When the index grows from one year to another it means that the services are less convenient or more costly in terms of time expenditure. It should, however, be noted that the 1984 indexes are weighted by O&D data for 1983. As the data become available, the indexes for 1984 will be weighted by their respective yearly passenger data as are the other years.

The index reported on in this section forms part of a larger developmental project within the Research Branch. As part of that work, separate indexes are being developed for travel on routes of different lengths of haul and for travel between airports of smaller sizes. In addition, preliminary work is being carried out to design an index incorporating observed load factors on peak period flights as an indication of seat availability. Such an index would include the risk aspect of convenience, i.e., the possibility that a traveller may be denied a seat on the flight of his choice. As these additional indexes become available they will be reported on in this report.

Table B.12

CITY PAIRS USED IN THE CALCULATION OF THE INDEX OF CONVENIENCE

1. Calgary-Montréal	8. Halifax-Ottawa
2. Calgary-Ottawa	9. Halifax-Toronto
3. Calgary-Vancouver	10. Halifax-Winnipeg
4. Calgary-Winnipeg	11. Montréal-Ottawa
5. Edmonton-Halifax	12. Montréal-Toronto
6. Edmonton-Montréal	13. Ottawa-Toronto
7. Edmonton-Ottawa	14. Toronto-Vancouver

Table B.13

INDEX OF CONVENIENCE (UNADJUSTED)  
FOR A SAMPLE OF SERVICES BETWEEN THE LARGEST EIGHT  
HUB AIRPORTS IN CANADA

<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984*</u>
95.1	102.0	100.0	104.5	103.2	102.9	106.5	99.8	103.0

Table B.14

INDEX OF CONVENIENCE WITH DISTANCE FACTOR  
FOR A SAMPLE OF SERVICES BETWEEN THE LARGEST EIGHT  
HUB AIRPORTS IN CANADA

<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984*</u>
98.7	105.4	100.0	97.7	96.2	93.2	94.4	93.8	94.6

Note: \* The 1984 indexes are weighted by 1983 annual O&D data.

## PART C

### P R I C I N G

This part of the report presents information relative to pricing in both the Canadian and U.S. domestic markets.

Table C.1 details movements in the Canadian domestic economy fare index by length of haul for the period 1970 through 1985. The Consumer Price Index (CPI) is included in the table for comparative purposes.

Tables C.2 through C.8 provide information on the utilization of premium, full, and discounted fares in the domestic market. Background notes relative to the concepts and methodology employed accompany the tables.

Table C.9 compares the prices of full and discounted fares on the most heavily travelled city pairs in Canada with those on comparable city pairs in the United States. Background notes relative to the concepts and methodology employed accompany the table.



Table C.1

CANADIAN DOMESTIC ECONOMY AIR FARE INDEX  
AUGUST  
(AUGUST 1981 = 100)

Year	CPI	Economy Fare					
		300 km	600 km	1200 km	2400 km	4000 km	6000 km
1970	40.6	30.4	34.8	39.2	42.9	44.8	45.8
1971	42.0	33.6	37.4	41.3	44.4	46.1	47.0
1972	44.0	33.6	37.4	41.3	44.4	46.1	47.0
1973	47.6	33.6	37.4	41.3	43.1	41.4	40.4
1974	52.9	42.6	46.0	48.7	49.8	49.1	48.7
1975	58.7	49.9	51.6	53.3	54.6	53.9	53.4
1976	62.3	56.4	57.4	58.5	59.3	58.2	57.6
1977	67.5	63.0	64.2	65.4	66.4	65.1	64.4
1978	73.9	66.2	67.1	68.0	68.8	69.2	69.4
1979	80.1	69.5	70.5	71.4	72.2	72.7	72.9
1980	88.7	85.6	84.9	84.2	83.6	83.3	83.1
1981	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1982	110.5	119.5	119.0	118.4	118.0	117.7	117.6
1983	116.6	128.5	128.2	127.9	127.7	127.6	127.5
1984	121.0	135.0	134.6	134.3	134.1	133.9	133.9
1985	125.8	146.0	145.7	145.3	145.1	144.9	144.8

Notes: The August CPI series in the table has been normalized so that August 1981 equals 100. (In the monthly CPI series with the 1981 annual average equal to 100.0, August 1981 equals 101.6.) The CPI data are not seasonally adjusted.

The fare index is based on Air Canada's domestic economy fare formula for the period August 1970 through August 1984. The formula in effect in August 1981 was \$45.85 per passenger plus 7.3¢ per kilometre flown. Since the establishment of reference fares in June 1984, economy fare increases of Level I carriers, as filed with the Air Transport Committee, have been simply stated in terms of a uniform percentage increase of existing fares. Thus, the fare index for August 1985 is based on the percentage increases in Level I carrier fares which have taken place since August 1984.

Sources: Derived from Statistics Canada Catalogue No. 62-001, The Consumer Price Index, Table 2, August 1985 and from air carrier tariffs filed with the Air Transport Committee.

## FARE TYPE UTILIZATION: NOTES FOR TABLES C.2-C.8

Tables C.2 to C.8 provide preliminary estimates for 1983 and 1984 on fare type utilization. These estimates are for passenger carriage on scheduled services operated within Canada by Level I carriers (including domestic portions of international flights). The estimates are derived from the Fare Basis Survey recently instituted by the Aviation Statistics Centre of Statistics Canada. Level I carriers covered by the survey are Air Canada, CP Air, Eastern Provincial Airways, Nordair, and Pacific Western Airlines.

### Survey Concepts

Concepts of the Fare Basis Survey are reported in Statistics Canada's Service Bulletin 51-004 (Volume 16, No. 9, September 1984). Basically, participating carriers report passenger volume and revenue by fare code and coupon origin and destination (O&D). Coupon O&D refers to the point of enplanement and the point of deplanement covered by one flight coupon. A flight coupon is a coupon in an airline ticket, issued for transportation, which contains the itinerary of the passenger but is valid only for carriage between the passenger's point of enplanement and deplanement on a single flight as noted on the coupon. (Thus, for a trip involving one or more air carriers participating in the survey, a passenger would be counted each time a flight coupon was "lifted" from the ticket, i.e., each time a flight connection occurred within the itinerary covered by the ticket.) The flight coupon also provides the fare basis code, the class of service, stopover code, carrier, date of travel, flight number, and applicable fare.

### Fare Type Groups

The fare basis codes reported by the participating carriers have been classified by general fare type groups. The fare type groups presented in the tables are as follows:

- i) Premium Fare comprising First Class;
- ii) Full Fare comprising full fare Regular Economy;
- iii) Discounted Fare comprising the various discount fares such as Charter Class, Seat Sale, Advance Purchase Excursion, Group, Senior Citizen, Youth, Family Plan Dependents, etc.; and
- iv) Other comprising Industry and Agency Discount fares and Military as well as unknown fare codes.

It should be noted that while the definition of the fare type groups remains constant, the individual fare plans included in each group may vary over time due to the addition and deletion of fare plans by participating air carriers and the further refinement of the allocation system in the Fare Basis Survey.

### Table Categories

Table C.2 presents, by length of haul subgroups, the distribution of domestic scheduled passenger traffic across fare type groups. The All Distances grouping consists of all city pair lengths where both the coupon origin and coupon destination are within Canada. This grouping is disaggregated into four length of haul subgroups comprising city pairs within Canada separated by great circle distances between 0 to 600 km, 601 to 1 200 km, 1 201 to 2 400 km, and more than 2 400 km.

Table C.3 presents, by volume (density) subgroups, the distribution of domestic scheduled passenger traffic across fare type groups. The table groups both 1983 and 1984 city pairs according to daily passenger traffic between them as reported in the Fare Basis Survey. Five groupings, consisting of less than 10 passengers per day, 10 to 50 passengers per day, 51 to 200 passengers per day, 201 to 500 passengers per day, and more than 500 passengers per day are reported.

Table C.4 crosstabulates the length of haul groupings of Table C.2 with the volume groupings of Table C.3 for 'Discounted Fares'.

Tables C.5 to C.8 divide domestic scheduled passenger traffic between that carried within the southern sector and that carried to/from and within the northern sector. The dividing line separating the southern domestic and northern domestic sectors has previously (see notes for Tables B.1-B.11) been defined\* by:

- a) the 50th parallel from the Atlantic Ocean to the Ontario-Manitoba boundary,
- b) the diagonal joining the 50th parallel at the Ontario-Manitoba boundary to the 53rd parallel at the Manitoba-Saskatchewan boundary, and
- c) the 55th parallel from the Manitoba-Saskatchewan boundary to the British Columbia-Alaska boundary.

Table C.5 presents, by sector, the distribution of domestic scheduled passenger traffic across fare type groups.

Table C.6 crosstabulates the length of haul groupings of Table C.2 with the volume groupings of Table C.3 for southern sector domestic scheduled passenger traffic in the 'Discounted Fares' category.

Table C.7 presents, by sector, the distribution of domestic scheduled passenger-kilometres across fare type groups.

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\* This definition varies slightly from that presently reported in Tables C.5 to C.8, however, in that traffic to/from The Pas and Flin Flon, Manitoba is included in the southern sector. Passenger traffic to/from these points accounts for considerably less than one percent of total domestic traffic in 1983.

Table C.8 provides, by sector, the average revenue per passenger-kilometre earned for each fare type group in the domestic scheduled market. The data correspond to revenue and passenger-kilometre aggregations over the city pairs of a sector. The use of such aggregations results in a loss of information on the city pairs from which revenues are obtained and consequently, on the relationships among different fares within a city pair. For this reason, the ratio of the discount fare average revenue to the full fare average revenue should not be used to derive a measure of average trip discount.

#### Reliability of Estimates

All estimates with a coefficient of variation of 25 or less are reported. Estimates with a coefficient of less than 10 can generally be considered reliable from a sampling point of view. Estimates with coefficients of variation between 10 and 25 are reported and marked with a single asterisk (\*) and should be used with caution. Estimates with coefficients of variation greater than 25 are not reported but are denoted with a double asterisk (\*\*). The coefficient of variation is the ratio of the estimate's standard error (i.e., square root of its variance) to the estimate itself, expressed as a percentage.



Table C.2

AIR CARRIER FARE BASIS STATISTICS - SCHEDULED SERVICES, LEVEL I CARRIERS  
DOMESTIC PASSENGERS - DISTRIBUTION BY FARE TYPE AND LENGTH OF HAUL  
BASED ON FLIGHT COUPON ORIGIN AND DESTINATION  
PRELIMINARY ESTIMATES, 1983 - 1984

	% DISTRIBUTION BY FARE TYPE GROUPS									
	Passengers ( '000)		Premium Fare		Full Fare		Discounted Fare		Other	
	1983	1984	1983	1984	1983	1984	1983	1984	1983	1984
All Distances										
First Quarter	3 112.1	3 304.7	0.7	0.7	56.5	50.1	36.8	43.4	6.0*	5.8*
Second Quarter	3 837.6	3 905.3	0.8	0.8	50.1	48.1	44.5	47.5	4.7	3.6
Third Quarter	3 998.7	4 289.4	0.7	0.7	43.2	41.2	49.8	54.4	6.3	3.7
Fourth Quarter	3 427.0	3 697.5	0.7	0.8	48.4	45.1	47.9	51.3	3.0	2.8
Annual	14 375.3	15 197.0	0.7	0.7	49.2	45.9	45.1	49.5	5.0	3.9
0-600 Kilometres										
First Quarter	1 402.5	1 485.5	0.2	0.2	67.6	61.5	26.9	31.9	5.3*	6.4*
Second Quarter	1 544.6	1 611.5	0.3	0.3	65.8	62.1	29.7	34.1	4.3	3.6
Third Quarter	1 437.9	1 573.6	0.2	0.3	58.7	56.5	34.9	39.9	6.2	3.3
Fourth Quarter	1 436.8	1 591.6	0.3	0.3	62.8	55.1	33.7	41.6	3.2	3.0
Annual	5 821.8	6 262.5	0.3	0.3	63.7	58.8	31.3	36.9	4.8	4.1
601-1200 Kilometres										
First Quarter	822.2	857.6	0.3*	0.3	52.8	46.4	41.8	48.4	**	4.9*
Second Quarter	987.8	1 004.5	0.4	0.4	48.4	45.9	47.9	50.7	3.4	3.0
Third Quarter	1 052.5	1 096.7	0.3	0.4	44.3	41.6	50.4	55.6	5.0	2.5
Fourth Quarter	867.3	989.0	0.3	0.4	47.1	41.2	50.1	56.3	2.4	2.2
Annual	3 729.8	3 947.9	0.4	0.4	47.9	43.6	47.8	53.0	4.0	3.1
1201-2400 Kilometres										
First Quarter	460.9	481.2	0.8	0.7	45.1	39.0	46.4	54.2	**	6.1*
Second Quarter	630.8	637.1	0.7	0.8	38.7	37.0	54.5	58.3	6.1	3.9
Third Quarter	747.4	783.8	0.6*	0.7	32.5	31.5	60.6	65.1	6.4	2.8
Fourth Quarter	554.3	581.6	0.7	0.9	35.7	36.5	60.3	59.5	3.3	3.1*
Annual	2 393.3	2 483.8	0.7	0.8	37.3	35.5	56.2	59.9	5.8	3.8
2401 Kilometres or More										
First Quarter	426.5	480.4	3.0*	2.7	39.4	32.5	49.3	59.6	8.3*	5.3
Second Quarter	674.5	652.2	2.4	2.4	27.4	27.9	64.1	65.4	6.1*	4.3
Third Quarter	760.9	834.9	2.0	2.0	23.0	21.0	66.6	70.1	8.3*	6.9
Fourth Quarter	568.5	535.3	2.4	3.0	26.6	32.3	68.2	61.8	2.8*	3.0
Annual	2 430.5	2 502.7	2.4	2.4	28.0	27.4	63.3	65.1	6.4	5.1

Notes: Due to roundings, the sum of quarterly passenger data may vary slightly from the annual passenger total and the sum of fare type percentages within a quarter may vary slightly from 100.0.

\* Indicates a coefficient of variation between 10 and 25.

\*\* Indicates a coefficient of variation more than 25.

Source: Air carrier statements filed with the Air Transport Committee.



Table C.3

AIR CARRIER FARE BASIS STATISTICS - SCHEDULED SERVICES, LEVEL I CARRIERS  
DOMESTIC PASSENGERS - DISTRIBUTION BY FARE TYPE AND VOLUME  
BASED ON FLIGHT COUPON ORIGIN AND DESTINATION  
PRELIMINARY ESTIMATES, 1983 - 1984

	% DISTRIBUTION BY FARE TYPE GROUPS									
	Passengers ( '000)		Premium Fare		Full Fare		Discounted Fare		Other	
	1983	1984	1983	1984	1983	1984	1983	1984	1983	1984
All Volumes										
First Quarter	3 112.1	3 304.7	0.7	0.7	56.5	50.1	36.8	43.4	6.0*	5.8*
Second Quarter	3 837.6	3 905.3	0.8	0.8	50.1	48.1	44.5	47.5	4.7	3.6
Third Quarter	3 998.7	4 289.4	0.7	0.7	43.2	41.2	49.8	54.4	6.3	3.7
Fourth Quarter	3 427.0	3 697.5	0.7	0.8	48.4	45.1	47.9	51.3	3.0	2.8
Annual	14 375.3	15 197.0	0.7	0.7	49.2	45.9	45.1	49.5	5.0	3.9
0-9 Passengers/Day										
First Quarter	43.8	39.4	**	**	62.3	61.5	35.8	36.3	**	2.1*
Second Quarter	44.4	41.9	**	**	57.9	57.5	39.6	41.0	2.5*	1.5*
Third Quarter	56.7	58.1	**	**	54.7	52.0	42.6	46.0	2.5*	1.9
Fourth Quarter	41.5	42.1	**	**	57.5	52.3	41.1	46.3	1.3	1.2*
Annual	186.5	181.5	**	0.1*	57.9	55.4	39.9	42.8	2.1*	1.7
10-50 Passengers/Day										
First Quarter	213.8	208.5	0.1*	0.1*	60.9	56.0	36.0	41.3	**	2.7*
Second Quarter	256.7	239.6	0.1	0.1*	57.7	52.9	39.9	45.0	2.3	2.0
Third Quarter	295.9	275.2	**	0.1*	51.2	46.4	45.8	51.9	3.0*	1.6
Fourth Quarter	235.3	224.8	**	0.1*	55.1	47.4	43.2	51.0	1.7*	1.5
Annual	1 001.6	948.2	0.1*	0.1*	55.8	50.4	41.6	47.6	2.5	1.9
51-200 Passengers/Day										
First Quarter	425.2	429.7	0.2	0.3*	58.5	55.2	37.1	41.1	4.3*	3.4*
Second Quarter	496.2	492.0	0.3	0.3*	56.3	53.2	40.3	44.5	3.2	2.0
Third Quarter	553.6	581.5	0.2*	0.2	49.0	47.1	45.8	50.5	5.1	2.2
Fourth Quarter	440.8	468.9	0.3*	0.2	53.8	46.2	43.9	52.3	1.9	1.3
Annual	1 915.8	1 972.2	0.2	0.3	54.1	50.2	42.0	47.4	3.7	2.2
201-500 Passengers/Day										
First Quarter	789.2	897.0	0.5	0.4	55.5	49.7	38.3	43.6	5.8*	6.3*
Second Quarter	923.9	1 042.0	0.5	0.5	52.4	49.1	42.3	46.9	4.8	3.4
Third Quarter	962.3	1 114.7	0.4*	0.5	45.6	42.6	47.7	53.6	6.2	3.3
Fourth Quarter	855.4	1 020.0	0.5*	0.5	49.9	45.2	46.6	51.8	3.0	2.5
Annual	3 530.7	4 073.7	0.5	0.5	50.6	46.5	43.9	49.2	5.0	3.8
501 Passengers/Day or More										
First Quarter	1 640.0	1 730.1	1.0	1.0	55.8	48.0	36.2	44.3	7.1*	6.7*
Second Quarter	2 116.5	2 089.8	1.1	1.1	46.6	45.7	47.1	48.9	5.3	4.3
Third Quarter	2 130.2	2 260.0	1.0	1.0	39.2	38.1	52.6	56.3	7.2	4.6
Fourth Quarter	1 854.0	1 941.6	1.1	1.2	45.4	44.4	50.2	50.9	3.4	3.5
Annual	7 740.7	8 021.4	1.0	1.1	46.2	43.8	47.0	50.5	5.8	4.7

Notes: Due to roundings, the sum of quarterly passenger data may vary slightly from the annual passenger total and the sum of fare type percentages within a quarter may vary slightly from 100.0.

\* Indicates a coefficient of variation between 10 and 25.

\*\* Indicates a coefficient of variation more than 25.

Source: Air carrier statements filed with the Air Transport Committee.

Table C.4

AIR CARRIER FARE BASIS STATISTICS - SCHEDULED SERVICES, LEVEL I CARRIERS  
DOMESTIC PASSENGERS - PERCENTAGE CARRIAGE OF DISCOUNTED FARES  
BY VOLUME AND LENGTH OF HAUL  
BASED ON FLIGHT COUPON ORIGIN AND DESTINATION  
PRELIMINARY ESTIMATES, 1983 - 1984

	LENGTH OF HAUL							
	0-600		601-1200		1201-2400		2401	
	Kilometres		Kilometres		Kilometres		Kilometres or more	
	1983	1984	1983	1984	1983	1984	1983	1984
All Volumes								
First Quarter	26.9	31.8	41.8	48.3	46.4	54.2	49.3	59.6
Second Quarter	29.7	34.0	47.9	50.7	54.5	58.3	64.1	65.4
Third Quarter	34.9	39.9	50.4	55.5	60.6	65.1	66.6	70.1
Fourth Quarter	33.7	41.6	50.1	56.3	60.3	59.5	68.2	61.8
Annual	31.3	36.9	47.8	52.9	56.2	59.9	63.3	65.1
0-9 Passengers/Day								
First Quarter	26.8*	27.0	35.0	33.5	48.9	50.9	47.0	53.5
Second Quarter	28.5	31.4	37.3	34.6	56.2	58.2	52.1	55.4
Third Quarter	34.3	36.6	43.1	44.2	51.7	52.6	49.1	58.8
Fourth Quarter	33.5*	38.8	38.2*	47.4	56.1	54.9	50.1	57.7
Annual	31.1	33.7	38.4	40.5	53.0	54.1	49.7	56.8
10-50 Passengers/Day								
First Quarter	32.5	37.4	33.2	39.1	43.2	48.9	58.7	61.1
Second Quarter	33.0	36.9	37.8	42.5	47.9	56.3	64.1	67.6
Third Quarter	39.1	44.5	41.8	46.2	54.3	63.4	68.6	70.3
Fourth Quarter	36.2*	49.7	38.5	47.1	55.4	57.0	69.8	64.7
Annual	35.3	42.1	38.1	43.9	51.0	57.5	66.0	66.8
51-200 Passengers/Day								
First Quarter	30.6	33.6	41.0	44.8	41.3	48.2	43.9	51.9
Second Quarter	30.8	35.8	43.6	46.8	51.2	56.2	51.2	55.9
Third Quarter	36.9	38.9	48.3	52.7	53.6	60.9	57.4	66.7
Fourth Quarter	33.9*	49.4	49.4	53.0	48.4	54.8	61.7	61.3
Annual	33.2	39.6	45.7	49.5	49.6	56.3	54.1	59.8
201-500 Passengers/Day								
First Quarter	32.7	38.1	36.9	41.2	48.9	56.1	48.3	57.4
Second Quarter	32.3	38.8	39.6	44.4	56.1	61.0	60.1	64.5
Third Quarter	36.6	45.1	43.9	50.1	63.0	68.2	62.8	66.0
Fourth Quarter	36.5	48.0	43.4	50.1	62.0	61.5	67.2	59.0
Annual	34.5	42.6	41.1	46.7	58.1	62.3	60.4	62.6
501 Passengers/Day or More								
First Quarter	22.4	27.1	46.9	56.1	45.9	54.9	49.6	60.7
Second Quarter	27.8	30.5	56.0	57.9	55.2	57.1	66.0	66.4
Third Quarter	33.0	36.5	56.5	62.0	62.2	64.7	68.2	71.3
Fourth Quarter	32.0	34.7	56.7	62.9	61.7	59.6	69.1	62.3
Annual	28.7	32.2	54.3	59.9	57.2	59.6	64.6	66.0

Notes: \* Indicates a coefficient of variation between 10 and 25.

\*\* Indicates a coefficient of variation more than 25.

Source: Air carrier statements filed with the Air Transport Committee.

Table C.5

AIR CARRIER FARE BASIS STATISTICS - SCHEDULED SERVICES, LEVEL I CARRIERS  
DOMESTIC PASSENGERS - DISTRIBUTION BY FARE TYPE AND SECTOR  
BASED ON FLIGHT COUPON ORIGIN AND DESTINATION  
PRELIMINARY ESTIMATES, 1983 - 1984

% DISTRIBUTION BY FARE TYPE GROUPS

	Passengers ( '000)		Premium Fare		Full Fare		Discounted Fare		Other	
	1983	1984	1983	1984	1983	1984	1983	1984	1983	1984
Total Domestic										
First Quarter	3 112.1	3 304.7	0.7	0.7	56.5	50.1	36.8	43.4	6.0*	5.8*
Second Quarter	3 837.6	3 905.3	0.8	0.8	50.1	48.1	44.5	47.5	4.7	3.6
Third Quarter	3 998.7	4 289.4	0.7	0.7	43.2	41.2	49.8	54.4	6.3	3.7
Fourth Quarter	3 427.0	3 697.5	0.7	0.8	48.4	45.1	47.9	51.3	3.0	2.8
Annual	14 375.3	15 197.0	0.7	0.7	49.2	45.9	45.1	49.5	5.0	3.9
Southern Sector										
First Quarter	2 930.2	3 134.0	0.7	0.7	55.6	49.0	37.3	44.2	6.3*	6.1*
Second Quarter	3 635.9	3 716.7	0.8	0.8	49.1	47.1	45.3	48.3	4.9	3.7
Third Quarter	3 780.4	4 062.2	0.7	0.8	42.0	40.1	50.7	55.3	6.6	3.8
Fourth Quarter	3 267.8	3 519.6	0.8	0.9	47.4	44.3	48.8	52.0	3.1	2.9
Annual	13 614.4	14 432.5	0.8	0.8	48.1	44.9	45.9	50.3	5.2	4.1
Northern Sector										
First Quarter	181.8	170.7	-	-	70.7	69.5	28.1	29.4	1.3*	1.1
Second Quarter	201.7	188.7	-	-	68.4	67.2	30.7	31.7	0.9	1.1
Third Quarter	218.3	227.3	-	-	64.3	60.7	34.3	38.0	1.4	1.3
Fourth Quarter	159.1	177.9	-	-	69.8	61.0	29.1*	37.8	1.1	1.2
Annual	760.9	764.5	-	-	68.1	64.3	30.8	34.5	1.2	1.2

Notes: Due to roundings, the sum of quarterly passenger data may vary slightly from the annual passenger total and the sum of fare type percentages within a quarter may vary slightly from 100.0.

\* Indicates a coefficient of variation between 10 and 25.

\*\* Indicates a coefficient of variation more than 25.

Source: Air carrier statements filed with the Air Transport Committee.

Table C.6

AIR CARRIER FARE BASIS STATISTICS - SCHEDULED SERVICES, LEVEL I CARRIERS  
DOMESTIC SOUTHERN SECTOR PASSENGERS - PERCENTAGE CARRIAGE OF DISCOUNTED FARES  
BY VOLUME AND LENGTH OF HAUL  
BASED ON FLIGHT COUPON ORIGIN AND DESTINATION  
PRELIMINARY ESTIMATES, 1983 - 1984

	LENGTH OF HAUL							
	0-600		601-1200		1201-2400		2401	
	Kilometres		Kilometres		Kilometres		Kilometres or more	
	1983	1984	1983	1984	1983	1984	1983	1984
0-9 Passengers/Day								
First Quarter	30.0*	28.8	45.5	48.7	63.5	66.1	59.2	62.9
Second Quarter	31.3	33.4	48.2	42.5	68.6	72.7	61.2	71.8
Third Quarter	37.2	41.5	55.2	52.4	68.7	66.5	61.8	74.1
Fourth Quarter	36.1*	42.5	57.1*	52.7	72.3	71.3	59.6	64.0
Annual	34.1	36.7	50.9	49.2	68.4	69.1	60.6	69.2
10-50 Passengers/Day								
First Quarter	37.8	41.3	35.5	44.1	49.2	57.7	58.7	61.1
Second Quarter	37.2	41.5	40.1	48.9	53.1	63.2	64.1	67.6
Third Quarter	43.1	49.6	47.4	54.0	59.9	71.1	68.6	70.3
Fourth Quarter	39.2	55.4	43.8	56.2	61.8	65.3	69.8	64.7
Annual	39.5	47.0	42.1	51.2	56.9	65.4	66.0	66.8
51-200 Passengers/Day								
First Quarter	32.3	35.5	45.4	50.4	39.7	53.5	43.9	51.9
Second Quarter	32.6	37.5	48.8	51.9	53.5	65.0	51.2	55.9
Third Quarter	38.6	40.5	53.0	57.0	56.2	67.6	57.4	66.7
Fourth Quarter	35.5*	51.6	55.0	57.0	58.1	59.2	61.7	61.3
Annual	34.9	41.5	50.8	54.3	52.6	62.9	54.1	59.8
201-500 Passengers/Day								
First Quarter	32.7	38.1	36.9	41.2	48.9	56.1	48.3	57.4
Second Quarter	32.3	38.8	39.6	44.4	56.1	61.0	60.1	64.5
Third Quarter	36.6	45.1	43.9	50.1	63.0	68.2	62.8	66.0
Fourth Quarter	36.5	48.0	43.4	50.1	62.0	61.5	67.2	59.0
Annual	34.5	42.6	41.1	46.7	58.1	62.3	60.4	62.6
501 Passengers/Day or More								
First Quarter	22.4	27.1	46.9	56.1	45.9	54.9	49.6	60.7
Second Quarter	27.8	30.5	56.0	57.9	55.2	57.1	66.0	66.4
Third Quarter	33.0	36.5	56.5	62.0	62.2	64.7	68.2	71.3
Fourth Quarter	32.0	34.7	56.7	62.9	61.7	59.6	69.1	62.3
Annual	28.7	32.2	54.3	59.9	57.2	59.6	64.6	66.0

Notes: \* Indicates a coefficient of variation between 10 and 25.

\*\* Indicates a coefficient of variation more than 25.

Source: Air carrier statements filed with the Air Transport Committee.



Table C.7

AIR CARRIER FARE BASIS STATISTICS - SCHEDULED SERVICES, LEVEL I CARRIERS  
DOMESTIC PASSENGER-KILOMETRES - DISTRIBUTION BY FARE TYPE AND SECTOR  
BASED ON FLIGHT COUPON ORIGIN AND DESTINATION  
PRELIMINARY ESTIMATES, 1983 - 1984

	Passenger-kilometres ('000)		% DISTRIBUTION OF FARE TYPE GROUPS							
	1983	1984	Premium Fare		Full Fare		Discounted Fare		Other	
			1983	1984	1983	1984	1983	1984	1983	1984
Total Domestic										
First Quarter	3 234 364.3	3 509 643.5	1.5	1.4	48.0	41.0	43.6	52.0	6.9	5.7*
Second Quarter	4 465 845.3	4 455 560.2	1.4	1.4	38.6	37.7	54.6	57.0	5.4	3.9
Third Quarter	4 901 872.6	5 299 920.0	1.2	1.2	32.9	30.8	58.8	63.1	7.1	4.9
Fourth Quarter	3 882 595.3	3 977 779.0	1.3	1.6	37.3	38.4	58.4	57.1	3.0	2.9
Annual	16 484 677.5	17 242 902.7	1.3	1.4	38.4	36.4	54.6	57.9	5.6	4.3
Southern Sector										
First Quarter	3 076 974.1	3 362 090.2	1.5	1.5	47.0	39.8	44.2	52.8	7.2	5.9*
Second Quarter	4 284 005.1	4 284 131.3	1.4	1.4	37.5	36.6	55.5	57.9	5.6	4.0
Third Quarter	4 689 653.0	5 078 646.2	1.2	1.3	31.6	29.6	59.8	64.1	7.3	5.0
Fourth Quarter	3 742 939.7	3 822 804.0	1.4	1.6	36.1	37.6	59.5	57.9	3.0	3.0
Annual	15 793 571.9	16 547 671.7	1.4	1.4	37.3	35.4	55.5	58.8	5.8	4.5
Northern Sector										
First Quarter	157 390.2	147 553.3	-	-	67.7	67.2	30.9	31.6	1.4	1.3
Second Quarter	181 840.2	171 428.9	-	-	64.6	64.8	34.3	34.0	1.1	1.2
Third Quarter	212 219.6	221 273.8	-	-	61.6	58.2	36.9	40.3	1.5	1.5
Fourth Quarter	139 655.6	154 975.0	-	-	68.1	59.6	30.7	39.0	1.3	1.4
Annual	691 105.6	695 230.9	-	-	65.1	62.0	33.6	36.6	1.4	1.4

Notes: Due to roundings, the sum of quarterly passenger-kilometre data may vary slightly from the annual passenger-kilometre total and the sum of fare type percentages within a quarter may vary slightly from 100.0.

\* Indicates a coefficient of variation between 10 and 25.

\*\* Indicates a coefficient of variation more than 25.

The coefficients of variation were not available for the 1983 estimates.

Source: Air carrier statements filed with the Air Transport Committee.



Table C.8

AIR CARRIER FARE BASIS STATISTICS - SCHEDULED SERVICES, LEVEL I CARRIERS  
REVENUE PER DOMESTIC PASSENGER-KILOMETRE BY FARE TYPE AND SECTOR  
BASED ON FLIGHT COUPON ORIGIN AND DESTINATION  
PRELIMINARY ESTIMATES, 1983 - 1984

	CENTS PER KILOMETRE									
	All Fares		Premium Fare		Full Fare		Discounted Fare		Other	
	1983	1984	1983	1984	1983	1984	1983	1984	1983	1984
Total Domestic										
First Quarter	11.5	11.3	17.2	18.7	14.8	15.8	7.9	7.4	10.5	12.5
Second Quarter	10.3	10.6	17.8	18.0	15.0	15.7	6.9	7.1	9.7	9.4
Third Quarter	10.3	10.1	17.7	16.4	14.8	15.6	7.7	7.5	9.8	8.4
Fourth Quarter	10.4	11.1	18.9	17.1	15.8	16.1	6.8	7.8	8.6	8.9
Annual	10.6	10.7	17.9	17.5	15.1	15.8	7.3	7.5	9.8	9.8
Southern Sector										
First Quarter	11.3	11.1	17.2	18.7	14.6	15.6	7.8	7.3	10.5	12.5
Second Quarter	10.1	10.4	17.8	18.0	14.8	15.5	6.7	7.0	9.7	9.4
Third Quarter	10.0	9.9	17.7	16.4	14.5	15.3	7.5	7.4	9.8	8.4
Fourth Quarter	10.2	10.9	18.9	17.1	15.6	15.8	6.7	7.6	8.7	8.9
Annual	10.3	10.5	17.9	17.5	14.9	15.6	7.1	7.3	9.8	9.8
Northern Sector										
First Quarter	15.7	16.7	-	-	17.7	18.9	11.7	12.1	6.9	10.1
Second Quarter	15.6	16.3	-	-	18.0	18.7	11.5	11.9	5.3	9.1
Third Quarter	15.4	15.7	-	-	17.7	18.4	12.0	12.0	7.4	9.0
Fourth Quarter	16.6	16.5	-	-	18.8	19.4	12.3	12.2	6.2	9.3
Annual	15.8	16.2	-	-	18.0	18.8	11.9	12.0	6.6	9.3

Notes: \* Indicates a coefficient of variation between 10 and 25.

\*\* Indicates a coefficient of variation more than 25.

Source: Air carrier statements filed with the Air Transport Committee.

A COMPARISON OF CANADIAN AND U.S. DOMESTIC AIR FARES: NOTES FOR TABLE C.9

City Pairs Selected

The accompanying table provides information on air fares between selected city pairs in Canada and the U.S. The Canadian city pairs are those which in 1977 recorded traffic volumes in excess of 100 000 coupon origin and destination (O&D) passengers per year.\* Each Canadian city pair is matched with at least two U.S. city pairs. The U.S. city pairs were selected on the basis of their similarity to the Canadian city pairs in terms of distance and volume (1977 coupon O&D traffic) characteristics.

Fares offered in these city pairs for previous time periods have been analyzed in: The Low-Priced Air Fare Review: The First Five Years, Canadian Transport Commission, Report No. 1983/05, Ottawa/Hull, November 1983; The Low-Priced Air Fare Review: A Three-Year Perspective, Canadian Transport Commission, Report No. 1982/02, Ottawa/Hull, March 1982.

Carrier Coverage

Carriers reporting service and fare information to the Airline Tariff Publishing Company and/or the Official Airline Guide are included in this review of air fares.

For Canada, this includes fares offered on scheduled commercial air services, regular specific point commercial air services, and certain specific point commercial air services (that is, Class 1, 2, and 3 air services)\*\* provided by Canadian air carriers.

For the United States, this includes fares offered on services provided by American certificated and commuter air carriers.

Fare Types

Four fares are reported for each city pair. They include two full adult fares, the modal and the lowest-priced; and two discounted fares, the lowest-priced potential full fare and the lowest-priced non-status fare. The definitions of these fare types follow.

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\* Victoria-Vancouver is not included because comparable U.S. markets, defined by distance and traffic volume criteria, were not found.

\*\* Classes of air service are defined in Table A.1.3 of the first two issues of the Air Transport Monitor (Volume 1, Number 1, January 1985 and Volume 1, Number 2, April 1985).

### Full Adult Fares

A full adult fare is a one-way fare designated by fare class and code as an Economy (Y or K), Coach (Y), or Standard Class (S) fare. Full adult fares are not subject to the purchase, travel, or capacity restrictions which characterize discounted fares.

### Modal Full Fare

In many city pairs a range of full fares is offered. The modal full fare is that full fare offered by the dominant carrier(s) in the city pair as defined by the maximum number of non-stop departing flights per week.\* This fare must be available for travel during peak hours\*\* every day of the week.

### Lowest-Priced Full Fare

The lowest-priced full fare is the least expensive full fare which is available for travel during peak hours Monday through Friday. This fare may be offered by any participating carrier in the city pair.

### Discounted Adult Fares

#### Lowest-Priced Potential Full Fare

A potential full fare is a one-way fare designated by such fare classes as Thrift, Thrift Discounted, Economy Discounted, or Coach Discounted and such codes as H, K, M, S, V, and Q.

Potential full fares have no advance purchase, minimum stay, nor return travel conditions. However, these fares are frequently capacity

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\* There are two exceptions to the general rule for determining the dominant carrier(s):

- a) If two or more (groups of) carriers offering full adult fares which differ in price are tied for the maximum number of non-stop departing flights per week, the dominant (group of) carrier(s) is defined as the one which offers the maximum number of available seats on non-stop departing flights per week. Aircraft capacity data are obtained from the Official Airline Guide; if this source provides only a range of seating capacity for a given aircraft type, the mean of the upper and lower ends of the range is used as the measure of capacity for that aircraft type.
- b) If non-stop service is not offered in a given city pair, the determination of dominant carrier(s) is based on direct service.

\*\* The term 'peak hours' is defined by changes in the fare charged by a carrier over a 24-hour period and is thus carrier- and market-specific.

and/or itinerary controlled and generally offer less service amenity than do Economy, Coach, or Standard Class fares.

The lowest-priced potential full fare is the least expensive potential full fare available for travel during peak hours Monday through Friday. This fare may be offered by any participating carrier in the city pair. In a city pair for which no potential full fare is offered, the corresponding cell in the table is left blank. If a potential full fare is available but at a higher price than the lowest-priced full fare, then the latter price is reported as the lowest potential full fare.

#### Lowest-Priced Non-Status Fare

This is the lowest-priced fare available for travel between the city pair during the survey period. These fares are frequently restricted by travel conditions such as advance purchase, minimum stay, or return requirements or may be available only in off-peak travel periods such as evenings or weekends.

Fares dependent on the basic demography of the passenger, such as Senior Citizen, Youth, Children, Military, Government Travel, Clergy, Job Training, Family Plan, Inclusive Tour, and Group are defined as status fares and are not included in determining the lowest-priced non-status fare.

#### How the Data Are Assembled

For each identified Canadian and U.S. city pair, a preliminary listing is made of (1) carrier participants, (2) the price of the full fare offered by each carrier, (3) the lowest-priced potential full fare, and (4) the lowest-priced non-status fare. This preliminary listing is taken from the Airline Tariff Publishing Company's Electronic Tariff as reported on February 1, May 1, August 1, or November 1, as appropriate and from the applicable tariffs of People Express and Southwest Airlines. Restrictions relative to the air fares are taken from the first published edition of the Airline Tariff Publishing Company's The Official North American Passenger Tariff following the study date.

Reference is then made to the Official Airline Guide (the February 1, May 1, August 1, or November 1 edition, as appropriate) so as to define the dominant carrier(s) in the city pair for the purpose of selecting the modal full fare from the listing of full fares. In so doing, carriers may be identified over and above those recorded in the preliminary carrier listing. Fare information for carriers identified in this step is obtained from the fare issue of the Official Airline Guide and from air carrier tariffs filed with the Air Transport Committee. Conversely, if there is a carrier which is included in the preliminary listing but is not identified in the Official Airline Guide, the carrier is contacted to ascertain whether or not it offers service for the city pair in question. Carriers may also be contacted to verify prices, codes, or restrictions associated with particular fares offered if the information available from published sources appears to



be incomplete or inconsistent. On the basis of this additional information, the fares in the preliminary listing are revised as required.

#### Further Notes on the Selection Process

To be listed as a candidate, a fare must be available for travel from the point of origin on the seventh day of the survey month. Thus, if a carrier makes a new fare available for travel sometime during the first seven days of the survey month, and the fare is offered at least until the seventh day, the fare will be listed. Similarly, if a fare is available for travel throughout the first seven days of the survey month, but a price change occurs sometime during those seven days, the fare will be listed at the new price. Finally, a fare will not be listed if its availability during the first week of the survey month is restricted to booking and purchase.

Table C.9

A COMPARISON OF CANADIAN AND U.S. DOMESTIC AIR FARES  
(CANADIAN FARES IN CURRENT CANADIAN DOLLARS, U.S. FARES IN CURRENT U.S. DOLLARS)

MAY 1, 1985

City Pair	1977 Passenger Volume	One-Way Distance (km)	Return Full Fares		Return Discounted Fares	
			Modal	Lowest	Lowest Potential Full Fare	Lowest Non-Status Fare
Montréal-Toronto	1 403 430	506	246	214	-	109
Boston-New York	2 100 230	307	239	93	83	56
Chicago-Minneapolis	1 141 950	550	287	157	157	91
Ottawa-Toronto	790 260	363	214	138	-	98
New York-Pittsburgh	867 600	518	183	111	111	74
Chicago-St. Louis	727 060	412	302	87	87	59
Calgary-Edmonton	590 110	248	136	112	-	75
Houston-New Orleans	582 010	501	102	74	74	74
Atlanta-Birmingham	554 040	216	189	189	-	72
Montréal-Ottawa	281 160	151	166	118	-	77
Chicago-Moline	279 250	235	120	115	72	54
Fresno-San Francisco	277 540	266	139	128	91	72
Harrisburg-Pittsburgh	267 850	280	196	196	128	72
Montréal-Québec	281 720	235	184	184	-	83
Chicago-Moline	279 250	235	120	115	72	54
Fresno-San Francisco	277 540	266	139	128	91	72
Harrisburg-Pittsburgh	267 850	280	196	196	128	72
London-Toronto	129 430	142	166	166	-	60
Baltimore-Boston	206 640	595	278	148	146	91
Las Vegas-Phoenix	205 680	410	72	72	65	65
Kelowna-Vancouver	149 040	281	162	112	-	55
Richmond-Washington	149 910	154	128	115	91	72
Burbank-Las Vegas	145 490	359	165	109	74	74
Toronto-Windsor	146 550	313	202	202	-	101
Charlotte-Washington	145 120	526	289	244	150	91
Chicago-Kalamazoo	144 830	187	146	146	-	72
Prince George-Vancouver	140 050	524	258	258	-	204
Charlotte-Greenville	141 870	121	109	109	91	65
Baltimore-Pittsburgh	138 790	323	193	167	163	72
Sudbury-Toronto	136 860	340	206	202	-	99
Champaign-Chicago	137 470	209	111	111	-	72
Kansas City-Omaha	136 230	256	165	72	72	72
Edmonton-Fort McMurray	121 180	400	204	174	-	131
Syracuse-Washington	122 850	478	281	102	102	91
Atlanta-Fayetteville	120 320	531	326	326	-	91
Sault Ste. Marie-Toronto	118 020	494	240	240	-	120
Charlotte-Columbia	118 130	143	156	146	91	65
Greensboro-Washington	116 490	393	246	109	109	72

Table C.9 (Cont'd)

A COMPARISON OF CANADIAN AND U.S. DOMESTIC AIR FARES  
(CANADIAN FARES IN CURRENT CANADIAN DOLLARS, U.S. FARES IN CURRENT U.S. DOLLARS)

MAY 1, 1985

City Pair	1977 Passenger Volume	One-Way Distance (km)	Return Full Fares		Return Discounted Fares	
			Modal	Lowest	Lowest Potential Full Fare	Lowest Non-Status Fare
Regina-Winnipeg	106 000	532	248	248	-	136
Minneapolis-Sioux Falls	104 720	317	209	209	176	72
Chicago-Waterloo	103 250	389	185	185	146	91
Calgary-Vancouver	438 260	685	278	278	236	129
Denver-San Francisco	423 300	1 540	250	250	204	146
Chicago-Hartford	407 300	1 252	509	183	183	146
Toronto-Winnipeg	396 200	1 502	452	452	-	155
Atlanta-Baltimore	395 850	927	417	417	350	128
Chicago-Houston	384 450	1 500	517	176	139	91
Edmonton-Vancouver	354 230	808	306	260	-	139
Denver-Las Vegas	349 510	991	157	157	157	128
Charlotte-New York	347 450	864	394	350	109	100
Halifax-Toronto	270 270	1 287	408	408	-	224
Atlanta-Dayton	270 010	695	352	333	-	91
Atlanta-Sarasota	267 800	715	357	357	-	146
Halifax-Montréal	217 130	803	306	306	-	168
Atlanta-Melbourne	215 320	713	357	357	-	119
Denver-San Diego	212 310	1 352	213	204	204	146
Thunder Bay-Toronto	204 020	909	326	326	-	163
Chicago-Tulsa	203 320	945	396	378	72	72
Los Angeles-Tucson	195 320	724	185	109	109	91
Calgary-Winnipeg	146 270	1 191	384	384	326	211
Cleveland-St. Louis	144 530	792	369	359	296	91
Charlotte-Chicago	143 070	948	372	372	211	128
Edmonton-Winnipeg	127 600	1 187	384	326	-	211
Memphis-New York	125 840	1 539	526	491	380	146
Atlanta-Syracuse	124 510	1 276	546	509	-	146
Halifax-St. John's	114 710	880	320	320	-	176
Dallas-Louisville	113 390	1 173	470	452	146	128
Philadelphia-St. Louis	119 560	1 318	509	487	-	146
Calgary-Regina	105 610	661	274	274	-	151
Los Angeles-Reno	106 290	620	183	183	146	91
Atlanta-Providence	104 000	1 453	526	526	380	146
Toronto-Vancouver	539 290	3 342	842	842	-	349
Chicago-Phoenix	565 940	2 326	661	306	306	183
Atlanta-Los Angeles	500 310	3 312	789	220	-	181
Calgary-Toronto	370 840	2 686	704	598	-	289
Los Angeles-Washington	376 410	3 682	846	361	361	183
Los Angeles-Minneapolis	354 040	2 454	704	333	333	183

Table C.9 (Cont'd)

A COMPARISON OF CANADIAN AND U.S. DOMESTIC AIR FARES  
(CANADIAN FARES IN CURRENT CANADIAN DOLLARS, U.S. FARES IN CURRENT U.S. DOLLARS)

MAY 1, 1985

City Pair	1977 Passenger Volume	One-Way Distance (km)	Return Full Fares		Return Discounted Fares	
			Modal	Lowest	Lowest Potential Full Fare	Lowest Non-Status Fare
Edmonton-Toronto	294 400	2 687	704	598	-	289
Los Angeles-St. Louis	299 590	2 544	667	333	333	202
New Orleans-New York	285 240	1 901	600	287	222	165
Vancouver-Winnipeg	176 220	1 862	530	530	-	239
Houston-San Francisco	183 500	2 651	315	315	204	91
Philadelphia-San Francisco	167 740	4 065	887	361	361	181
Montréal-Vancouver	128 010	3 679	914	914	-	379
Miami-San Francisco	124 560	4 168	811	313	313	239
Las Vegas-St. Louis	122 240	2 208	613	324	306	183
Regina-Toronto	105 960	2 027	564	338	338	289
Houston-Las Vegas	106 650	1 976	220	183	183	146
Dallas-San Jose	103 200	2 324	667	315	315	183

Note: These fares do not include tax.

Sources: ATPCO Electronic Tariff, May 1, 1985.  
ATPCO The Official North American Passenger Tariff, May 8, 1985.  
Official Airline Guide, May 1, 1985.  
Air carrier tariffs filed with the Air Transport Committee.  
Airline Flight Schedules of People Express and Southwest Airlines.





## PART D

### O P E R A T I N G   P E R F O R M A N C E

This part of the report focuses on the operating performance of the major Canadian air carriers providing domestic services. In this issue, scheduled data for 1984 and 1985 and charter data for 1983 and 1984 are presented for Level I air carriers. Quarterly capacity and utilization data (revenue passenger-kilometres, available seat-kilometres, and load factors) for domestic scheduled services are detailed in Tables D.1 to D.6. Quarterly data (passengers and estimated revenue passenger-kilometres) for domestic charter operations\* are detailed in Tables D.7 to D.12.

A reporting of work stoppages in Canada, including both strikes and lock-outs, affecting the operations of Canadian air carriers either directly or through services incidental to air transport is presented in Table 13.

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\* Data are provided with respect to charters operated on aircraft greater than 35 000 lbs (15 876 kg).

Table D.1

AIR CANADA DOMESTIC SCHEDULED SERVICES\*  
1984 - 1985

	Revenue 1984 ('000)	Passenger-kilometres 1985 ('000)	% Change	Available 1984 ('000)	Seat-kilometres 1985 ('000)	% Change	Load Factor 1984 (%)	Load Factor 1985 (%)
First Quarter	2 328 425	2 403 398	+3.2	3 750 351	4 079 356	+8.8	62.09	58.92
Second Quarter	2 957 068	..	..	4 113 970	..	..	71.88	..
Third Quarter	3 491 422	..	..	4 695 845	..	..	74.35	..
Fourth Quarter	2 691 654	..	..	4 180 349	..	..	64.39	..
Annual Total	11 468 569	..	..	16 740 515	..	..	68.51	..

Notes: \* Data are preliminary.  
.. Not available.

Source: Air carrier statements filed with the Air Transport Committee.

Table D.2

CP AIR DOMESTIC SCHEDULED SERVICES\*  
1984 - 1985

	Revenue 1984 ('000)	Passenger-kilometres 1985 ('000)	% Change	Available 1984 ('000)	Seat-kilometres 1985 ('000)	% Change	Load Factor 1984 (%)	Load Factor 1985 (%)
First Quarter	813 017	865 200	+6.4	1 371 543	1 423 399	+3.8	59.28	60.78
Second Quarter	1 074 324	..	..	1 502 805	..	..	71.49	..
Third Quarter	1 209 246	..	..	1 590 193	..	..	76.04	..
Fourth Quarter	885 475	..	..	1 472 763	..	..	60.12	..
Annual Total	3 982 062	..	..	5 937 304	..	..	67.07	..

Notes: \* Data are preliminary.  
.. Not available.

Source: Air carrier statements filed with the Air Transport Committee.



Table D.3

PWA DOMESTIC SCHEDULED SERVICES\*  
1984 - 1985

	Revenue 1984 ('000)	Passenger-kilometres 1985 ('000)	% Change	Available 1984 ('000)	Seat-kilometres 1985 ('000)	% Change	Load Factor 1984 (%)	Load Factor 1985 (%)
First Quarter	322 526	354 592	+9.9	685 663	726 311	+5.9	47.04	48.82
Second Quarter	349 154	..	..	702 058	..	..	49.73	..
Third Quarter	398 549	..	..	722 387	..	..	55.17	..
Fourth Quarter	349 117	..	..	707 385	..	..	49.35	..
Annual Total	1 419 346	..	..	2 817 493	..	..	50.38	..

Notes: \* Data are preliminary.  
.. Not available.

Source: Air carrier statements filed with the Air Transport Committee.

Table D.4

NORDAIR DOMESTIC SCHEDULED SERVICES\*  
1984 - 1985

	Revenue 1984 ( '000 )	Passenger-kilometres 1985 ( '000 )	% Change	Available 1984 ( '000 )	Seat-kilometres 1985 ( '000 )	% Change	Load Factor 1984 ( % )	Load Factor 1985 ( % )
First Quarter	114 022	104 259	-8.6	..	..	..	..	..
Second Quarter	157 266	..	..	..	..	..	..	..
Third Quarter	151 121	..	..	..	..	..	..	..
Fourth Quarter	129 062	..	..	..	..	..	..	..
Annual Total	551 471	..	..	..	..	..	..	..

Notes: \* Data are preliminary.  
.. Not available.

Source: Air carrier statements filed with the Air Transport Committee.

Table D.5

QUEBECAIR DOMESTIC SCHEDULED SERVICES\*  
1984 - 1985

	Revenue 1984 ( '000 )	Passenger-kilometres 1985 ( '000 )	% Change	Available 1984 ( '000 )	Seat-kilometres 1985 ( '000 )	% Change	Load Factor 1984 ( % )	Load Factor 1985 ( % )
First Quarter	61 149	64 757	+5.9	114 819	117 405	+2.3	53.26	55.16
Second Quarter	70 768	..	..	119 569	..	..	59.19	..
Third Quarter	78 642	..	..	130 328	..	..	60.34	..
Fourth Quarter	69 152**	..	..	118 704**	..	..	58.26	..
Annual Total	279 711	..	..	483 420	..	..	57.86	..

Notes: \* Data are preliminary.

\*\* Work stoppage - International Association of Machinists and Aerospace Workers, October 3 to December 23, 1984.

.. Not available.

Source: Air carrier statements filed with the Air Transport Committee.

Table D.6

EPA DOMESTIC SCHEDULED SERVICES\*  
1984 - 1985

	Revenue Passenger-kilometres 1984 ('000)	1985 ('000)	% Change	Available 1984 ('000)	1985 ('000)	% Change	Load Factor 1984 (%)	1985 (%)
First Quarter	124 860	156 490	+25.3	270 096	268 209	-0.7	46.23	58.35
Second Quarter	163 871	..	..	279 408	..	.	58.65	..
Third Quarter	185 808	..	..	300 191	..	..	61.90	..
Fourth Quarter	157 315	..	..	280 236	..	..	56.14	..
Annual Total	631 854	..	..	1 129 931	..	..	55.92	..

Notes: \* Data are preliminary.  
.. Not available.

Source: Air carrier statements filed with the Air Transport Committee.



Table D.7

TOTAL\* DOMESTIC CHARTER SERVICES: PASSENGERS  
1983 - 1984

	<u>CP Air</u>	<u>PWA</u>	<u>Nordair</u>	<u>Quebecair</u>	<u>Wardair</u>	<u>Total</u>
<u>1983</u>						
First Quarter	821	9 248	4 711	0	20 304	35 084
Second Quarter	588	8 886	2 306	257	74 706	86 743
Third Quarter	1 934	36 736	2 454	484	130 044	171 652
Fourth Quarter	1 629	6 066	2 690	0	34 569	44 954
Annual Total	4 972	60 936	12 161	741	259 623	338 433
<u>1984**</u>						
First Quarter	208	5 193	2 076	0	4 804	12 281
Second Quarter	0	5 769	1 237	0	59 730	66 736
Third Quarter	1 720	25 357	2 745	0	130 208	160 030
Fourth Quarter	14 377	7 409	1 386	0	45 954	69 126
Annual Total	16 305	43 728	7 444	0	240 696	308 173
<u>% Change</u> <u>1983-1984</u>						
First Quarter	-74.7	-43.8	-55.9	-	-76.3	-65.0
Second Quarter	-	-35.1	-46.4	-	-20.0	-23.1
Third Quarter	-11.1	-31.0	+11.9	-	+0.1	-6.8
Fourth Quarter	+782.6	+22.1	-48.5	-	+32.9	+53.8
Annual Total	+227.9	-28.2	-38.8	-	-7.3	-8.9

Notes: \* Includes Advance Booking Charters (ABC's), Inclusive Tour Charters (ITC's), and Common Purpose Charters (CPC's).

\*\* 1984 data are preliminary.

Source: Air carrier statements filed with the Air Transport Committee.

Table D.8

DOMESTIC ADVANCE BOOKING CHARTERS: PASSENGERS  
1983 - 1984

	<u>CP Air</u>	<u>PWA</u>	<u>Nordair</u>	<u>Quebecair</u>	<u>Wardair</u>	<u>Total</u>
<u>1983</u>						
First Quarter	420	7 742	4 711	0	20 304	33 177
Second Quarter	168	6 495	1 592	0	74 706	82 961
Third Quarter	1 454	34 606	1 740	0	130 044	167 844
Fourth Quarter	0	5 602	2 690	0	34 569	42 861
Annual Total	2 042	54 445	10 733	0	259 623	326 843
<u>1984*</u>						
First Quarter	208	5 193	2 076	0	4 804	12 281
Second Quarter	0	5 213	528	0	59 730	65 471
Third Quarter	1 720	25 150	2 745	0	130 208	159 823
Fourth Quarter	14 377	7 409	1 386	0	45 954	69 126
Annual Total	16 305	42 965	6 735	0	240 696	306 701
<u>% Change</u> <u>1983-1984</u>						
First Quarter	-50.5	-32.9	-55.9	-	-76.3	-63.0
Second Quarter	-	-19.7	-66.8	-	-20.0	-21.1
Third Quarter	+18.3	-27.3	+57.8	-	+0.1	-4.8
Fourth Quarter	-	+32.3	-48.5	-	+32.9	+61.3
Annual Total	+698.5	-21.1	-37.2	-	-7.3	-6.2

Notes: \* 1984 data are preliminary.

Source: Air carrier statements filed with the Air Transport Committee.

Table D.9

OTHER\* DOMESTIC CHARTER SERVICES: PASSENGERS  
1983 - 1984

	<u>CP Air</u>	<u>PWA</u>	<u>Nordair</u>	<u>Quebecair</u>	<u>Wardair</u>	<u>Total</u>
<u>1983</u>						
First Quarter	401	1 506	0	0	0	1 907
Second Quarter	420	2 391	714	257	0	3 782
Third Quarter	480	2 130	714	484	0	3 808
Fourth Quarter	1 629	464	0	0	0	2 093
Annual Total	2 930	6 491	1 428	741	0	11 590
<u>1984**</u>						
First Quarter	0	0	0	0	0	0
Second Quarter	0	556	709	0	0	1 265
Third Quarter	0	207	0	0	0	207
Fourth Quarter	0	0	0	0	0	0
Annual Total	0	763	709	0	0	1 472
<u>% Change</u> <u>1983-1984</u>						
First Quarter	-	-	-	-	-	-
Second Quarter	-	-76.7	-0.7	-	-	-66.6
Third Quarter	-	-90.3	-	-	-	-94.6
Fourth Quarter	-	-	-	-	-	-
Annual Total	-	-88.2	-50.4	-	-	-87.3

Notes: \* Includes Inclusive Tour Charters (ITC's) and Common Purpose Charters (CPC's).

\*\* 1984 data are preliminary.

Source: Air carrier statements filed with the Air Transport Committee.

Table D.10

TOTAL\* DOMESTIC CHARTER SERVICES: REVENUE PASSENGER-KILOMETRES ('000)  
1983 - 1984

	<u>CP Air</u>	<u>PWA</u>	<u>Nordair</u>	<u>Quebecair</u>	<u>Wardair</u>	<u>Total</u>
<u>1983</u>						
First Quarter	1 050	28 098	11 076	0	65 605	105 829
Second Quarter	1 101	22 194	3 800	147	226 894	254 136
Third Quarter	4 697	96 379	5 306	372	375 151	481 905
Fourth Quarter	1 559	14 880	7 295	0	102 015	125 749
Annual Total	8 407	161 551	27 477	519	769 665	967 619
<u>1984**</u>						
First Quarter	168	12 250	6 000	0	14 732	33 150
Second Quarter	0	12 941	2 398	0	171 308	186 647
Third Quarter	4 367	63 108	4 804	0	360 897	433 176
Fourth Quarter	5 749	17 035	3 967	0	143 422	170 173
Annual Total	10 284	105 334	17 169	0	690 359	823 146
<u>% Change</u> <u>1983-1984</u>						
First Quarter	-84.0	-56.4	-45.8	-	-77.5	-68.7
Second Quarter	-	-41.7	-36.9	-	-24.5	-26.6
Third Quarter	-7.0	-34.5	-9.5	-	-3.8	-10.1
Fourth Quarter	+268.8	+14.5	-45.6	-	+40.6	+35.3
Annual Total	+22.3	-34.8	-37.5	-	-10.3	-14.9

Notes: \* Includes Advance Booking Charters (ABC's), Inclusive Tour Charters (ITC's), and Common Purpose Charters (CPC's).

\*\* 1984 data are preliminary.

Source: Derived from air carrier statements filed with the Air Transport Committee.

Table D.11

DOMESTIC ADVANCE BOOKING CHARTERS: REVENUE PASSENGER-KILOMETRES ('000)  
1983 - 1984

	<u>CP Air</u>	<u>PWA</u>	<u>Nordair</u>	<u>Quebecair</u>	<u>Wardair</u>	<u>Total</u>
<u>1983</u>						
First Quarter	766	23 810	11 076	0	65 605	101 257
Second Quarter	427	19 850	2 130	0	226 894	249 301
Third Quarter	3 692	91 891	3 694	0	375 151	474 428
Fourth Quarter	0	13 902	7 295	0	102 015	123 212
Annual Total	4 885	149 453	24 195	0	769 665	948 198
<u>1984*</u>						
First Quarter	168	12 250	6 000	0	14 732	33 150
Second Quarter	0	12 372	764	0	171 308	184 444
Third Quarter	4 367	62 941	4 804	0	360 897	433 009
Fourth Quarter	5 749	17 035	3 967	0	143 422	170 173
Annual Total	10 284	104 598	15 535	0	690 359	820 776
<u>% Change</u> <u>1983-1984</u>						
First Quarter	-78.1	-48.6	-45.8	-	-77.5	-67.3
Second Quarter	-	-37.7	-64.1	-	-24.5	-26.0
Third Quarter	+18.3	-31.5	+30.0	-	-3.8	-8.7
Fourth Quarter	-	+22.5	-45.6	-	+40.6	+38.1
Annual Total	+110.5	-30.0	-35.8	-	-10.3	-13.4

Notes: \* 1984 data are preliminary.

Source: Derived from air carrier statements filed with the Air Transport Committee.



Table D.12

OTHER\* DOMESTIC CHARTER SERVICES: REVENUE PASSENGER-KILOMETRES ('000)  
1983 - 1984

	<u>CP Air</u>	<u>PWA</u>	<u>Nordair</u>	<u>Quebecair</u>	<u>Wardair</u>	<u>Total</u>
<u>1983</u>						
First Quarter	284	4 288	0	0	0	4 572
Second Quarter	674	2 344	1 670	147	0	4 835
Third Quarter	1 005	4 488	1 612	372	0	7 477
Fourth Quarter	1 559	978	0	0	0	2 537
Annual Total	3 522	12 098	3 282	519	0	19 421
<u>1984**</u>						
First Quarter	0	0	0	0	0	0
Second Quarter	0	569	1 634	0	0	2 203
Third Quarter	0	167	0	0	0	167
Fourth Quarter	0	0	0	0	0	0
Annual Total	0	736	1 634	0	0	2 370
<u>% Change</u> <u>1983-1984</u>						
First Quarter	-	-	-	-	-	-
Second Quarter	-	-75.7	-2.2	-	-	-54.4
Third Quarter	-	-96.3	-	-	-	-97.8
Fourth Quarter	-	-	-	-	-	-
Annual Total	-	-93.9	-50.2	-	-	-87.8

Notes: \* Includes Inclusive Tour Charters (ITC's) and Common Purpose Charters (CPC's).

\*\* 1984 data are preliminary.

Source: Derived from air carrier statements filed with the Air Transport Committee.

Table D.13

WORK STOPPAGES\* RELATED TO THE CANADIAN AIR CARRIER INDUSTRY  
1983 TO DATE

EMPLOYER	LOCATION	UNION/ISSUES	NUMBER OF WORKERS	PERSON/DAYS OF TIME LOST	START DATE	TERMINATION DATE
Eastern Provincial Airways (pilots)	Gander, Newfoundland	- Canadian Airline Pilots' Association/Increase in working hours; protesting lay-offs	28	2 660	Jan. 27, 1983	June 10, 1983
Eastern Provincial Airways (engineering, maintenance, office and clerical)	Sydney, Nova Scotia	- International Association of Machinists and Aerospace Workers/ Wages; management rights	320	15 080	Jan. 7, 1983	March 14, 1983
Austin Airways Ltd. and White River Air Services Ltd.	Timmins, Ontario	- Canadian Air Line Employees' Association/Union Security (dues check-off)	105	4 200	Aug. 23, 1983	Oct. 18, 1983
Kelowna Airport - Okanagan Mainline Municipal Labour Relations Association	Kelowna, British Columbia	- Canadian Union of Public Employees/ Disciplinary measures	16	850	Feb. 17, 1984	May 3, 1984
Quebecair	Montréal (Dorval), Quebec	- International Association of Machinists and Aerospace Workers/ Work schedule	99	5 800	Oct. 3, 1984	Dec. 23, 1984
Hudson Aviation Services	St. John's, Newfoundland	- International Association of Machinists and Aerospace Workers/ Wages; seniority; guarantee of full time employment	16	140	April 14, 1985	April 26, 1985
Air Canada	Canada-wide	- Canadian Air Line Employees' Association/Use of part-time workers	2 300	22 910	April 28, 1985	May 21, 1985
Eastern Provincial Airways	Halifax, Nova Scotia	- Canadian Air Line Employees' Association/Work schedule	105	2 180	May 29, 1985	June 27, 1985
CP Air	Canada-wide	- International Association of Machinists and Aerospace Workers	4 956	..	July 8, 1985	July 8, 1985
Consolidated Aviation Fueling and Services (Pacific) Ltd.	Richmond, British Columbia	- International Brotherhood of Teamsters, Chauffeurs, Warehousemen, and Helpers of America (Local 213)	31	..	August 7, 1985	
Air Canada	Canada-wide	- Canadian Air Line Employees' Association; Canadian Air Line Flight Attendants' Association	3 300	..	August 19, 1985	

Notes: \* Includes strikes and lock-outs both specifically related and incidental to the air carrier industry in Canada.  
.. Not available.

Source: Published and unpublished sources; Work Stoppages Section, Labour Data Branch, Labour Canada.

## PART E

### O C C A S I O N A L P A P E R S

This part of the report provides a forum to report on the results of work carried out within the Research Branch as well as on trends and developments which may be of particular interest to the consideration of competition and regulation in the Canadian air transport industry.

The following article was presented at the annual conference of the Canadian Transportation Research Forum in May 1985. The article is divided into two principal parts. The first part describes the methodology of the Fare Basis Survey, certain results from which are reported regularly in the Air Transport Monitor. The second part of the article demonstrates one use of the survey, in particular, that related to the analysis of the utilization of discounted air fares in the domestic market.

Since the results of the survey for 1984 were released subsequent to the submission of the article to the CTRF conference, an addendum is provided which includes the tables updated to 1984 as well as relevant commentary.

THE FARE BASIS SURVEY AND DISCOUNT AIR FARE  
UTILIZATION IN THE DOMESTIC MARKET

by John A. Greig and Emile Di Sanza\*

The late seventies witnessed a fundamental change in the pricing strategies of the domestic air carriers. Challenged by the development of the seat management concept\*\*, the authorization of charter competition on domestic routes and the impact of airline deregulation in the United States, the Canadian airlines responded with a proliferation of new fares reflecting a greater degree of market segmentation.

During this period, the Research Branch of the Canadian Transport Commission reported\*\*\* on the changing mix of full fare and discount fare products available in the domestic market using air fare data received from the air carriers as special filings to the Commission. In response to the identified limitations in the special filings approach, particularly those related to the lack of uniformity in concepts and the discontinuous time series which was developing, the Fare Basis Survey was established in order to meet ongoing fare monitoring requirements. The survey was developed by the interdepartmental Aviation Statistics Requirement Committee\*\*\*\* in consultation with the airline industry and reporting began in January 1983.

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\* John Greig is the Acting Director of Passenger Transport Studies, Research Branch, Canadian Transport Commission. Emile Di Sanza is the project leader for the Fare Basis Survey, Aviation Statistics Centre, Statistics Canada. The views and opinions expressed in this paper are those of the authors and do not necessarily reflect those of the Canadian Transport Commission or Statistics Canada.

\*\* Application of the concept enables a carrier to define, based on historical traffic patterns, capacity (seats) supplemental to that required to meet the needs of the full fare traveller.

\*\*\* Canadian Transport Commission, A Review of Domestic Low-Priced Air Fares: January-August 1978, Ottawa, December 1978.

Canadian Transport Commission, A Review of Low-Priced Air Fares: 1979, Ottawa, November 1980.

Canadian Transport Commission, The Low-Priced Air Fare Review: A Three-Year Perspective, Ottawa, March 1982.

Canadian Transport Commission, The Low-Priced Air Fare Review: The First Five Years, Ottawa, November 1983.

\*\*\*\* This Committee has representation from Statistics Canada, the Canadian Transport Commission and Transport Canada.



## Purpose

This paper has two objectives: first, to introduce the Fare Basis Survey which has replaced the special filings and ad hoc surveys of the period 1978-1982; and second, to report on one application of the survey related to discount fare utilization in Canada.

The first section of this paper includes a discussion of the concepts underlying the survey, the survey design, the type of data reported, and the question of data reliability.

The second section reports on the proportion of Canadian air travellers using discount fares, the variability amongst different markets, and the comparability between the Canadian experience with discount fares and that in the United States.

## PART I

### THE FARE BASIS SURVEY: AN INTRODUCTION TO THE STATISTICAL FRAMEWORK

The Fare Basis Survey provides estimates of fare type utilization (and a respective measure of each estimate's reliability) in terms of traffic volume, fare revenue, and such derived indices as yield for the scheduled services of Canadian Level I carriers\*. The carriers participating in the survey are: Air Canada, CP Air, Pacific Western Airlines (PWA), Nordair, Eastern Provincial Airways (EPA), Quebecair\*\* and, effective with the initiation of its international scheduled service, Wardair.

## Sample Design

The survey is designed to be conducted recurrently in accordance with a stratified random sample of 56 days per calendar year. The sample is based on a stratification by quarter and by day of the week which provides 28 strata; two days are chosen per stratum via a modified systematic selection.

Stratification by quarter facilitates the production of estimates at a quarterly level, an important requirement given pronounced seasonal variations in air travel. Stratification by day of the week is consistent with heterogeneity among days of the week in regards to traffic volume and fare composition.

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\* As established by criteria specified in the Air Carrier Regulations Part VIII, Section 146(1)a (revised 1981).

\*\* Quebecair began reporting in January 1984 on a limited basis.



The selection of a new set of sample days for each year is based on the following method\*. One ordered pair of initial days ( $n_1, n_2$ ) is selected as the random start from 65 possible combinations in the set:

$$\{(n_1, n_2) | n_1, n_2 \in (1, 2, \dots, 13), n_1 < n_2, n_2 - n_1 \neq 6, 7\}$$

Every 13th day from these initial sample days is then selected, resulting in a quarterly sample of 14 days divided between two replicates as illustrated in Chart 1.

Chart 1

### SAMPLE SELECTION

Random Start ( $n_1, n_2$ ) = (3, 8)

			n <sub>1</sub>					n <sub>2</sub>					
APRIL	1	2	3	4	5	6	7	8	9	10	11	12	13
	14	15	16	17	18	19	20	21	22	23	24	25	26
APRIL/MAY	27	28	29	30	1	2	3	4	5	6	7	8	9
	10	11	12	13	14	15	16	17	18	19	20	21	22
MAY/JUNE	23	24	25	26	27	28	29	30	31	1	2	3	4
	5	6	7	8	9	10	11	12	13	14	15	16	17
	18	19	20	21	22	23	24	25	26	27	28	29	30

This sample design ensures dispersion of the sample days throughout the quarter in order to capture, as much as possible, changes in fare type utilization.

### Survey Concepts and Methods

The universe consists of all "lifted" flight coupons (i.e., those used for travel) in a carrier's system applicable to scheduled services; reportable coupons are those which are lifted on one of the designated sample days.

Data selected from the reportable coupons are as follows:

- 1) Fare basis code
- 2) Coupon Origin & Destination (O&D)
- 3) Number of passengers
- 4) Revenue

The fare basis code is an alphanumeric code denoting the applicable service, discount and restrictions on travel. For the participating carriers, there are approximately 1 800 such codes or tariffs in effect. Since some of these codes are essentially identical, certain carriers regroup

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\* The method described applies to quarters which have 91 days; the procedure is modified slightly to adjust for quarters which have 90 or 92 days and to avoid clustering the sample.

them into fare type codes resulting in approximately 700 carrier-specific fare codes being reported in the survey.

The coupon O&D identifies the two locations between which the coupon was used for passage. Data are reported for approximately 600 domestic and international coupon O&D city pairs. The incidence of fare codes by city pair will vary according to size and type of market, number of competing carriers and season. Some of the larger city pairs have upwards of 100 fare codes reported in a quarter.

The revenue reported is the allocated portion of the revenue from the ticket associated with a particular coupon. Where the coupon comes from a one coupon ticket, all the ticket revenue is allocated to that coupon; where the coupon comes from a multi-coupon ticket, the ticket revenue is prorated. Although procedures for revenue proration vary considerably (contingent upon the nature of the itinerary, the type of fare, etc.), the basic method used is the "Straight Rate Proration Principle" whereby ticket revenue is prorated in proportion to the applicable prorate factors (usually the local regular economy fares) associated with the city pairs of the coupons comprising the ticket.

Carriers report passenger volume and revenue aggregated by fare code and coupon O&D for each sample day; approximately 70 000 such records are reported per quarter.

Population estimates are produced by applying the respective sampling weight of each stratum to the passenger volume and revenue values for each record in that stratum. The sampling weight is based on the number of occurrences of each day of the week in a particular quarter divided by the number of sample days selected for each stratum; thus the sampling weight will be either 6, 6.5 or 7.

Direct estimates (passenger volume, revenue) and derived indices (passenger-kilometres, yield) are produced for specified domains. A domain is defined in terms of carrier choice, fare designation, reference period and geographical entity. The criteria and parameters for defining the domain according to these components are summarized below.

Fare can be defined as (i) the reported fare code, either a discrete fare basis code (e.g., YHXE27) or the equivalent carrier code, (ii) an aggregate fare type (e.g., Advance Purchase Excursion) or (iii) a generalized fare group or category (e.g., Discount fare). Fare can be further differentiated according to the level of discount relative to the regular economy fare.

Because of sample design, the shortest reference period for which estimates may be produced is the quarter; from these basic estimates, year-to-date and annual estimates may be derived.

Geographical entity is based on the reported coupon O&D. It can be specified as a directional/combined coupon, market, hub, zone, sub-sector, sector or system. Analytical criteria, such as city pair distance and

passenger density can be applied to further refine the definition of the domain.

In evaluating the results of the Fare Basis Survey it is important to consider that it is based on flight coupon data. This compares, for example, to the Passenger Origin and Destination Survey which is based on ticket origin and destination and the Airport Activity Survey based on flight segment data\*. A coupon-based reporting format allows a linkage between market based data and airport activity data; its limitation, however, is that in itself, it does not allow for differentiation of local and through traffic.

### Data Quality and Reliability

The collection of fare basis data within the framework of a survey dedicated specifically to fares tends to minimize data deficiencies resulting from nonsampling error. In addition, because the flight coupon is a basic source for the carriers' own revenue accounting systems, data capture of coupon data by the carriers is a centralized computer-assisted operation and subject to internal verification resulting in relatively accurate and timely reporting at marginal cost and response burden to the carrier.

Reported data are computer-edited by the Aviation Statistics Centre to ensure proper sample selection, valid entries and logical inter-field dependencies. Using the respective regular economy fare of a coupon city pair as a benchmark, intra- and inter-carrier analyses are performed to detect inconsistencies between fare code and average fare values.

Sampling error for estimates of totals (passenger volume, revenue, etc.) is derived from the standard formula used in a stratified replicated sample design while the Balanced Repeated Replication technique is used for estimates of ratios and proportions\*\*.

A measure of the estimate's reliability is provided by its associated coefficient of variation (c.v.), defined as the ratio of the estimate's standard error to the estimate itself, expressed as a percentage. Estimates with a coefficient of less than 10 can be generally considered to be reliable from a sampling point of view.

As an indication of the reliability of the estimates for a characteristic of primary interest (i.e., discount passengers), the c.v. of the passenger volume estimate was plotted against the quarterly coupon city pair passenger volume; the results are illustrated in Chart 2 below.

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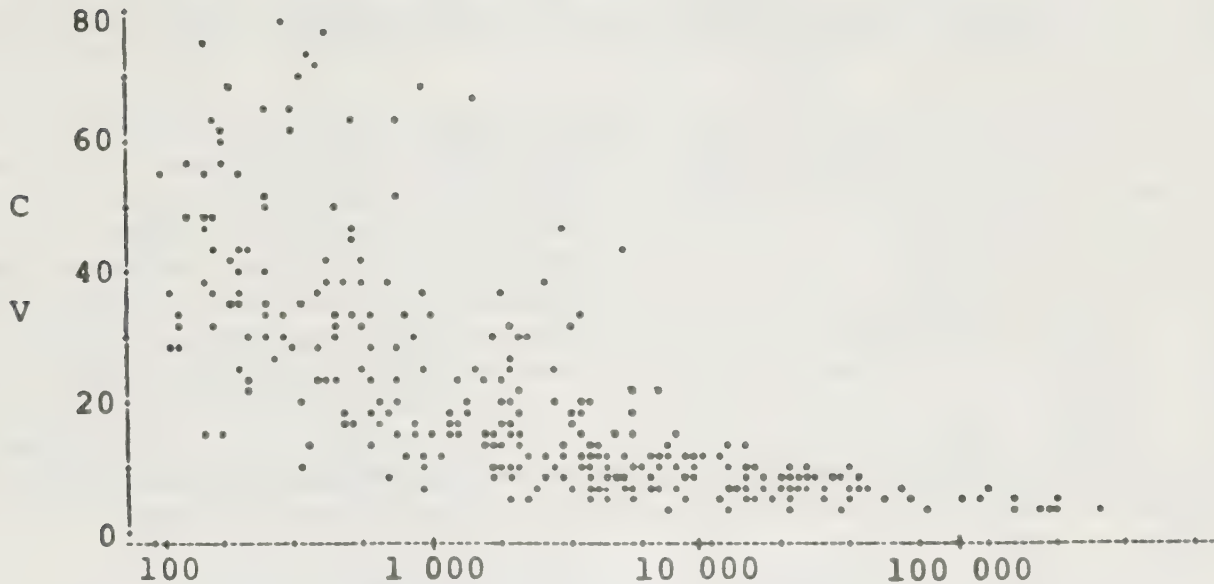
\* Concepts and methods relating to these surveys are described in the following Statistics Canada publications: Air Passenger Origin and Destination - Domestic Report (Catalogue 51-204), Air Carrier Traffic at Canadian Airports (Catalogue 51-005).

\*\* A technical description of the methodology for variance estimation, as developed by R. Carpenter of the Business Survey Methods Division (Statistics Canada), is available from the Aviation Statistics Centre.



Chart 2

SCATTERPLOT: COEFFICIENT OF VARIATION OF DISCOUNT PASSENGER VOLUME  
AGAINST COUPON O&D ESTIMATE OF TOTAL PASSENGER VOLUME  
THIRD QUARTER 1983



Passenger Volume Estimate (logarithmic scale)

Very poor reliability is apparent for markets below 1 000 passengers; however, as the market size approaches 10 000 passengers the reliability of discount passenger estimates increases markedly. Above 10 000, virtually all estimates fall within the normally acceptable range.

Finally, where appropriate, supplementary measures of reliability may also be derived. The reliability of passenger volume estimates may, for example, be established by means of confidence intervals. In evaluating estimates (e.g., discount passengers as a proportion of total passengers) over a period of time, the significance of the difference between the estimates may be determined by testing for the null hypothesis for a predetermined level of significance of the test statistic.

## PART II

### SOME PRELIMINARY RESULTS FROM THE FARE BASIS SURVEY

The first section of this paper has outlined the statistical framework within which fare data are collected in Canada. By virtue of its conceptual basis and relatively broad coverage, the survey accommodates considerable analytical scope. This section reports on one application of the Fare Basis Survey, in particular, that related to the utilization of discount fares within the domestic market.

## The Utilization of Discount Fares, 1978-1983

Until 1977 the range of air fares available in the domestic marketplace was rather limited. There were scheduled First Class fares, Economy Class fares and a small number of excursion fares available only during off-peak periods. Since 1977, there has been a proliferation of more generally available discounted air fares to complement the provision of the regular First Class and Economy Class fares.

This trend towards a more complex tariff structure in Canada, and indeed towards the increased marketing of discount air fares can be traced to three events during the late seventies: (i) the development of the surplus seat concept which, in 1977, led to the first offering of a discount excursion fare program on domestic scheduled services during the summer peak travel period; (ii) the authorization of domestic Advance Booking Charters in 1977 to compete with the scheduled services in developing the market for lower priced travel in Canada; and (iii) the Airline Deregulation Act of 1978 which brought rapid changes to the U.S. domestic market in terms of price levels and the range of fare types offered. The proximity of U.S. airports to Canada's largest population centres has meant that the Canadian industry could not be far behind that in the United States without risking traffic diversion to U.S. carriers.

Understanding the impact of these events on both the travelling public and the domestic air carrier industry has required the extensive review of many interrelated issues; among them, how many travellers are flying on discount fares, at what price levels and under what conditions of sale. It is the measurement of the number of travellers using discount fares which is the focus of this section of the paper.

Data sources available in the period 1978 through 1982 had the effect of subdividing this issue into two components: that related to the utilization of deep discount fares\* on Air Canada and CP Air and that related to the volume of passenger carriage on domestic charter air services.

Table 1 indicates that in this period (1978-1982) there was a major increase in the carriage of passengers on deep discount fares. In 1978, 14.5% of Air Canada and CP Air's output, as measured by passenger-kilometres, was accounted for by the carriage of passengers on such fares. This increased to 37% in 1982. In addition, by 1982, for every ten passenger-kilometres produced in discounted scheduled services, one was produced in domestic advance booking charter services\*\*.

Table 1 also endeavours to provide a link between the old (1978-1982) and the new (1983) data series. Thus the carriage of deep discount traffic as a proportion of total carriage on Air Canada, CP Air, EPA, Nordair

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\* Deep discount fares are those discounted by 25% or more off the full economy fares.

\*\* Canadian Transport Commission, The Low-Priced Air Fare Review: The First Five Years, Ottawa, November 1983, page 43.



Table 1

DISCOUNT TRAFFIC AS A PERCENTAGE OF  
TOTAL DISCOUNT AND FULL FARE TRAFFIC  
SOUTHERN DOMESTIC SECTOR

(Measured in Passenger-kilometres)

	<u>Deep Discount Traffic</u>	<u>All Discounts</u>
1978	14.5	N.A.
1980	25.3	N.A.
1982	37.3	N.A.
-----		
1983	48.1	55.5

- Notes:
1. Deep discount traffic is that discounted by 25% or more off the full economy fare.
  2. Passenger-kilometre data for 1978, 1980 and 1982 are tabulated from flight segment data of Air Canada and CP Air. Not included in these data is deep discount traffic carried on CP Air's western route, nor domestic portions of international flights.
  3. Passenger-kilometre data for 1983 are tabulated from flight coupon data of Air Canada, CP Air, EPA, Nordair and PWA. Southern domestic services including domestic portions of international flights are included in these data.

Sources: 1978, 1980, 1982 Special Filings to the Air Transport Committee.  
1983, Air Carrier Fare Basis Statistics reported to the Air Transport Committee, Scheduled Services, Preliminary Estimates.

and PWA in the southern domestic sector\* amounted to 48% in 1983. This compares with 56% representing the proportion of total carriage accounted for by all discount fares on the same carriers in 1983 (see Table 1) and 61% representing again the same proportion but for domestic scheduled and charter services (see Table 4).

#### A More Detailed Review of the Utilization of Discount Fares in 1983

A more detailed review of the mix of full and discount fares available in 1983 is important from a number of perspectives. First, 1983 is the year preceding the increased liberalization of domestic pricing as envisaged in the New Canadian (1984) Air Policy. As such, the 1983 results become a benchmark against which to measure change as the air transport industry moves into a less regulated environment.

As well, 1983 is the first year for which data are available from the Fare Basis Survey. In itself, this has facilitated the implementation of two changes relative to the monitoring of domestic pricing. The monitoring now encompasses the domestic scheduled services of Level I carriers, not just those of Air Canada and CP Air. In addition, the interest is no longer focused exclusively on deep discount fares, (where the major product initiatives took place in the years 1978 through 1982), but rather the emphasis is on discount fares in general, recognizing that the New Canadian (1984) Air Policy calls for the deregulation of pricing on discount fares by May 1986.

Table 2 reports on the distribution of passengers and passenger-kilometres by fare type within the southern and northern domestic sectors in 1983.

The fare basis codes reported by the participating carriers have been classified by general fare groups. The fare groups presented in the tables are as follows:

- 1) Premium Fare comprising First Class;
- 2) Full Fare comprising full fare Regular Economy;
- 3) Discount Fare comprising the various discount fares such as Charter Class, Seat Sales, Advance Purchase Excursion, Group, Senior Citizen, Youth, Family Plan Dependents, etc; and
- 4) Other comprising Industry and Agency Discount fares and Military as well as unknown fare codes.

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\* The dividing line separating the southern and northern domestic sectors is defined by: the 50th parallel from the Atlantic Ocean to the Ontario-Manitoba boundary, the diagonal joining the 50th parallel at the Ontario-Manitoba boundary to the 55th parallel at the Manitoba-Saskatchewan boundary and the 55th parallel from the Manitoba-Saskatchewan boundary.

Table 2

DISTRIBUTION OF PASSENGERS AND PASSENGER-KILOMETRES BY FARE TYPE  
WITHIN THE SOUTHERN AND NORTHERN DOMESTIC SECTORS,  
PRELIMINARY ESTIMATES, 1983

% Distribution by Fare Type

	<u>Premium Fare</u>	<u>Full Fare</u>	<u>Discount Fare</u>	<u>Other</u>
SOUTHERN SECTOR				
<u>Passengers</u>				
1st Quarter	0.7	55.6	37.3	6.3*
2nd Quarter	0.8	49.1	45.3	4.9
3rd Quarter	0.7	42.0	50.7	6.6
4th Quarter	0.8	47.4	48.8	3.1
Annual	0.8	48.1	45.9	5.2
<u>Passenger-kilometres</u>				
Annual	1.4	37.3	55.5	5.8
NORTHERN SECTOR				
<u>Passenger-kilometres</u>				
Annual	--	65.1	33.6	1.4

Note: The asterisk indicates a coefficient of variation between 10 and 25%.

Source: Air Carrier Fare Basis Statistics reported to the Air Transport Committee, Scheduled Services, Level I Carriers, based on Flight Coupon Origin and Destination.

The table indicates that in terms of passengers carried on domestic scheduled services, 46% travelled on some form of discount ticket in 1983. In fact, the actual number is likely somewhat higher insofar as some proportion of tickets with 'unknown' fare codes will be discount tickets. In terms of the carriage of discount traffic there is an identifiable third quarter peak.

When the distribution is expressed in terms of passenger-kilometres, the annual proportion of output corresponding to travel by discount passengers increases to 56%. The relationship between the passenger and the passenger-kilometre proportions indicates a greater carriage of discount passengers on the longer haul services, a supposition corroborated by Table 3.

Finally, the table indicates that in northern services, a smaller proportion of output is accounted for by the carriage of discount passengers.

Table 3 reports the percentage carriage of discount fares by volume and distance categories. The table shows an increased proportion of discount traffic carried as the length of haul increases. No such simple pattern is evident in regards to the volume categories although there are differences amongst the cells suggesting market specific influences. The range of variation in the volume categories is considerably less than that in the distance categories.

Table 4 provides a comparison of Canadian and U.S. statistics relative to the carriage of discount traffic. The U.S. data are that reported by the Air Transport Association of America on: (i) discount traffic as a proportion of total passenger-kilometres and (ii) discount yield as a proportion of full and premium fare yields. Comparable Canadian data have been generated using the information available from the Fare Basis Survey supplemented by charter data.

In Canada, in 1983, 61% of the passenger-kilometres were accounted for by persons travelling on discount fares on the scheduled and charter services offered by Level I carriers. This compares to 82% in the United States on major carriers. The discount yield on scheduled services, in Canada, was 47% of the full and premium fare yield compared to 52% in the United States.

It is cautioned that as a measure of average discount, the above proportion is an overestimate as it is influenced by the relative mixes of traffic at the different lengths of haul.

### Conclusion

The issue of air fare type utilization in the domestic market is expected to assume even greater relevance in the years ahead as the Canadian air carriers respond to the increased pricing freedoms afforded in the New Canadian (1984) Air Policy and as the debate on the direction and extent of further deregulation continues.



Table 3

PERCENTAGE CARRIAGE OF DISCOUNT FARES BY VOLUME AND LENGTH OF HAUL  
WITHIN THE SOUTHERN DOMESTIC SECTOR  
PRELIMINARY ESTIMATES, 1983

Volume (Psgrs/Day*)	LENGTH OF HAUL (KILOMETRES)			
	<u>0-600</u>	<u>601-1200</u>	<u>1201-2400</u>	<u>2401+</u>
10 - 50	39.5	42.1	56.9	66.0
51 - 200	34.9	50.8	52.6	54.1
201 - 500	34.5	41.1	58.1	60.4
501 +	28.7	54.3	57.2	64.6

Note: \*As defined by 1983 passenger traffic reported in the Fare Basis Survey.

Source: Air Carrier Fare Basis Statistics reported to the Air Transport Committee, Scheduled Services, Level I Carriers, based on Flight Coupon Origin and Destination.

Table 4

DISCOUNT TRAFFIC  
A CANADA - U.S.A. COMPARISON  
1983

	<u>Canada</u>	<u>U.S.A.</u>
Discount Traffic as a Percentage of Total Passenger-kilometres	61%	82%
Discount Yield as a Percentage of Full and Premium Fare Yield	47%	52%

Notes: 1. Carrier coverage:

Canada - Level I Air Carriers, scheduled and charter for the computation of discount traffic, scheduled only for the computation of discount yield, domestic southern operations.  
U.S.A. - Majors, domestic and transborder operations.

2. Discount traffic:

Canada - does not include first class discounts.  
U.S.A. - includes first class discount.

3. Total Passenger-kilometres:

Canada - discount, full and premium fares as measured by flight coupons.  
U.S.A. - as measured by flight segment data.

4. Yield Comparison: Fare type yield is the total revenue by fare type divided by the passenger-kilometre output by fare type.

Sources: Canada - Air Carrier Reports to the Air Transport Committee.  
Canadian data are preliminary.

U.S.A. - Air Transport Association of America survey of major American airlines.

This paper has introduced the Fare Basis Survey including a review of the concepts underlying the survey, the survey methodology and the reliability of the estimates. In addition, the paper has reported on one application of the survey, in particular, the mix of full and discount fares available in the domestic market. It is hoped that this two-pronged approach, that is, a review of methodology and a preliminary interpretation of some pertinent results, will prove to be of assistance to industry observers as they endeavour to assess the progress of the domestic airline industry as it moves into a period of less regulation.





## ADDENDUM\*

Tables 1 to 4 of the addendum update, for 1984, the information presented in the corresponding tables of Part II of the preceding article. The information contained in these tables provides the first opportunity to monitor changes in the utilization of discounted air fares based on the Fare Basis Survey.

The principal observation\* to be drawn from the comparison of 1984 data with that of earlier years, and in particular 1983, is the continuation of the trend towards an "increased marketing of discounted air fares".

Table 1 shows, for the southern domestic sector, discount traffic as a percentage of total passenger-kilometres flown. In total, discount traffic increased approximately three percentage points (55.5 to 58.8) between 1983 and 1984; the utilization of deep discount fares also continued its upward progression in 1984, although at a slower rate than in previous years.

Tables 2 and 3 provide further information with respect to the increased utilization of discounted air fares in 1984. In total, as indicated in Table 2, 50.3% of the passengers travelling in the southern domestic sector were carried on discount fares in 1984, an increase from 45.9% in the previous year. Table 3 further disaggregates discount fare traffic by volume and length of haul.

Finally, Table 4 provides a comparison of the utilization of discount fares between Canada and the United States. The results for 1984 are similar to those of 1983. In Canada, 64% of the traffic in 1984 (measured in passenger-kilometres) was accounted for by persons travelling on discount fares. This compares with 81% in the U.S. The discount yield on scheduled services as a percentage of full and premium fare yield was 47% and 48%, respectively, in the two countries.

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\* Unless otherwise stated, the observations drawn from the information in these tables refer to domestic scheduled services.

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1. Deep discount traffic is that discounted by 25% or more off the full economy fare.
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PRELIMINARY ESTIMATES, 1984

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	<u>Premium Fare</u>	<u>Full Fare</u>	<u>Discount Fare</u>	<u>Other</u>
SOUTHERN SECTOR				
<u>Passengers</u>				
1st Quarter	0.7	49.0	44.2	6.1*
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Annual	1.4	35.4	58.8	4.5
NORTHERN SECTOR				
<u>Passenger-kilometres</u>				
Annual	--	62.0	36.6	1.4

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WITHIN THE SOUTHERN DOMESTIC SECTOR  
PRELIMINARY ESTIMATES, 1984

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